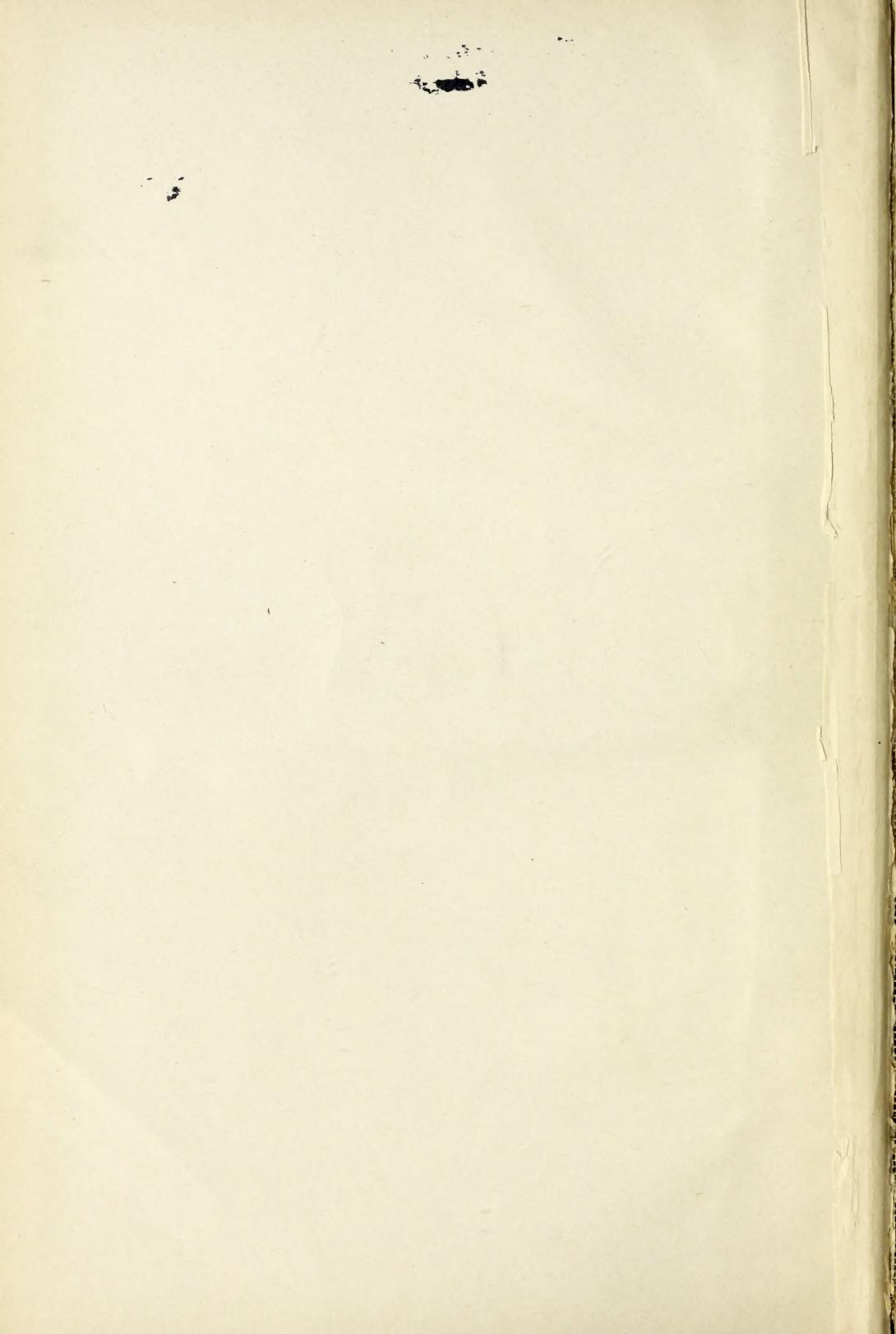




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STATE OF NORTH CAROLINA

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TWENTY-THIRD REPORT

OF THE

CORPORATION COMMISSION

FOR THE

BIENNIAL PERIOD, 1925-1926.

COMPILATIONS FROM RAILROAD RETURNS ARE FOR
YEARS ENDING DECEMBER 31, 1924 AND 1925

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1926
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STATE OF NORTH CAROLINA

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D. M. DARDEN L. H. HARRISON

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CAPITAL ISSUES DEPARTMENT

I. M. BAILEY, *Assistant Commissioner and Legal Adviser*
SOPHIA P. BUSBEE, *Stenographer*

LETTER OF TRANSMITTAL

RALEIGH, December 1, 1926.

*To His Excellency, A. W. McLEAN,
Governor of North Carolina.*

SIR:—As required by Section 1065, Chapter 21, Consolidated Statutes, the Corporation Commission has the honor to report for the biennial period 1925-1926.

This is the thirty-fifth year of the Commission's activities in its several capacities and the progress of the State's utilities, as evidenced from our statistical records covering that period, may be viewed with pride.

ELECTRIC POWER

In 1922, we announced that Goldsboro, North Carolina, was connected by electric power transmission with Nashville, Tennessee. At that time we had twenty-two hundred miles of high power transmission lines and today we have in existence and under construction more than five thousand miles. Arrangements have been made to build a link between Roseboro and Danville, Virginia, that will connect Wilmington, North Carolina, with Chicago. Plans are also under way to increase greatly power production within the State. Three large hydro-electric developments are now under construction, involving construction cost of thirty-eight million dollars.

During the period covered by this report few changes in rates have been made, the greatest increases being by agreement between petitioner and respondent and probably the most important changes being decreases.

TELEPHONE AND TELEGRAPH

We have two hundred ninety telephone exchanges with more than two hundred thousand stations and in excess of thirty-five thousand miles of wire used in local and long distance connections. Long distance service within the State has been improved greatly by placing special direct cables between our principal cities and towns, with the result that a station in a distant city can be reached with as much ease as the neighbor across the street. Direct lines are now under construction that will make it possible to talk from any station connected with our long distance system to stations on the British Isles and the Continent of Europe.

Telephone rates are undergoing change constantly. Our rapidly growing cities and towns require rezoning and reclassification frequently to meet the rapidly increasing demands for service.

The telegraph follows closely in the wake of the telephone, in that we have five hundred twenty telegraph stations operated by two companies. We have a flat word rate in this State applicable to all distances between points within the State. The rates in effect in all except five of the states of the Union are on what is known as the zone basis, the same as the interstate rate basis. Both the Postal and Western Union Telegraph Companies filed before us petitions to change our rate basis so as to conform to the interstate rate basis. Hearing has been held and evidence submitted by the petitioners and further action is being held up pending an audit of petitioners' books by the Commission. Since this was undertaken the Postal Telegraph Company has withdrawn its petition.

GAS UTILITIES

A general investigation of gas rates was made in 1924, and order was issued reducing slightly the rates in all the cities and towns in the State. Having no natural gas in this State and no industries from which gas is a by-product makes hydro-electricity a serious competitor. Gas is not used by our industries in sufficient quantities to permit great quantity production and the low cost of hydro-electric production and transmission compared with cost of gas production and gas mains is a big factor to be considered in making extensions and supplying new developments.

ELECTRIC RAILWAYS

There are no developments in this utility worthy of mention, except that there is a general tendency to supplement the existing intracity lines with motor vehicle service to suburbs and adjacent developments. It cannot be determined yet that this will be a solution of their financial difficulties. The Piedmont and Northern Railroad operated by electric power from Charlotte, N. C., to Gastonia, N. C. has announced that it proposes to extend its lines to other cities in this State and to Spartanburg, S. C.

MOTOR VEHICLE REGULATION

Our motor vehicle act, commonly known as the bus law, became effective on March 22, 1925, thirty days after its passage. Certain amendments were pending while the General Assembly was in session, which made it impractical to attempt issuing an order to put its provisions in force until after adjournment of the session of 1925, on the tenth day of March, thus leaving only twelve days for action. On March 14, 1925, a general order, prescribing the manner of application for franchise, certain rules, and providing that all carriers operating intra-city services in good faith on or before the effective date of the act could continue such operation by depositing with the Commission public liability and property damage insurance and the minimum tax guarantee required by the act and continue operation pending final action upon the

applications. This order placed all operators under the law and gave time to ascertain the question of the public convenience and necessity for each operation. Many lines were found to have more than one operator, some had several. This had resulted in a war between the competitors which had reached considerable proportions and in many places Bedlam reigned supreme. This condition placed a premium upon fearless and lawless drivers and recklessness generally. Schedules were arranged so as to eliminate competition from parallel services; reckless and drunken drivers were discharged; unnecessary equipment was eliminated by reduction of schedules, and many other things were done which have, no doubt, reduced the hazard and increased the safety of the highways. During the twenty months period of regulation, only one bus passenger has lost his life from accident and two other persons have lost their lives in connection with accidents in which busses were involved. In each of these instances the coroners' juries vindicated the bus drivers.

The law requires that all bus drivers shall hold permits as requisite for employment and that such permits shall be revokable for cause. This feature of the law has done more than any other one thing to make regulation a success. A large number of permits have been revoked and it had a wholesome effect upon the morale of the entire service.

On August 14, 1926, ninety-seven passenger bus line certificates were outstanding and under these certificates a total of 456 motor busses were being operated on approximately 4,500 miles of road. The average mileage of all passenger operations between extreme termini is 46.75. In addition to the above busses, there were, on that date, being operated in the State 2,789 "For Hire" cars, whose operation is not confined exclusively to intra-city service, but operate wherever business calls them. In addition to these, there were 1,900 school busses that are used to run holiday excursions and week-end trips without regard to law. Of this mileage, 1,174 miles parallel the Southern Railway and associated lines; 640 miles parallel the Seaboard Air Line; 512 miles parallel the Atlantic Coast Line; 564 miles parallel the Norfolk Southern and, 370 miles parallel miscellaneous short lines, making a total of 3,260 miles paralleling rail lines or operating between points in common with the railroads.

The passenger bus miles traveled by all operators, year ended June 30, 1926, estimated from the records in this office, were 11,350,040. The total revenue from passenger operations for the same period was \$2,370,800, the tax paid on six per cent basis being \$142,250. From these figures, it appears that the average bus mile revenue was 20.9 cents.

We have obtained statistics from only ten operators who keep records in a manner that the operating cost can be obtained. They operate on 1,775 miles of highway, or 38.7 per cent of the State Highway mileage under bus operation and operate 63.9 per cent of the total daily bus mileage. These ten operate forty per cent of the total seating capacity

and had an average operating cost of 20.25 cents per bus mile. In this connection it may be stated that the average bus mile revenue for the ten operators is somewhat higher than the average for the State.

On August 14, 1926, seventeen express or freight certificates were outstanding and under these there were being operated 83 trucks on 1,756 miles of road. Of these operations, 945 miles parallel the Southern Railway and associated lines; 214 miles parallel the Seaboard Air Line; 242 miles parallel the Atlantic Coast Line; 245 miles parallel the Norfolk Southern, and 50 miles parallel miscellaneous lines, making a total of 1,696 miles paralleling rail lines or operating between points common to both.

From a rough estimate it appears that the tonnage carried by trucks operating under the law did not exceed 15,000 tons. Each carrier transports less than hundred weight packages at package rates, which is not included in the above tonnage. The total revenue of such carriers for the fiscal year ended June 30, 1926, was \$122,568.97. Because of the package revenue being included in this amount, the average revenue per ton cannot be estimated. The six per cent tax from such companies was \$7,353.14.

There are 33,661 trucks operating within the State, transporting property either for their owners or under private contract; and, under our law, there is nothing to prevent these from exercising every privilege of a property carrier under the bus law, except that of advertising regular schedules and publishing tariffs.

Seventeen passenger carriers operate seventy interstate schedules daily, fifteen of these are exclusively interstate operators, and two are principally intrastate operators. Of these interstate lines, only two penetrate the State as much as forty miles. All have exclusive franchises on their routes.

Seven freight and express carriers operate interstate, daily, except Sunday. Six of these carriers are exclusively interstate.

RATES ON BITUMINOUS COAL

In former report we referred to complaint filed by this Commission with the Interstate Commerce Commission, seeking a reduction in rates on bituminous coal into North Carolina. After the case was docketed and date set for hearing before the Interstate Commerce Commission, a proposal was made by the carriers to make an average reduction in the rates of seventeen cents per ton, which proposal was submitted to the complaining chambers of commerce and other interested shippers, and carriers' proposal was accepted. The reduced rates became effective August 20, 1925. These reduced rates represent an annual saving in freight revenue on coal consumed in this State of about \$600,000.

A reduction has also been secured in freight rates on anthracite coal to all points in this State that will average about \$1 per ton. Anthracite coal is used in this State, but not in great volume. The substantial reduction in these rates will permit a larger use of this grade of coal.

SOUTHEASTERN RATE CASE—I. C. C. 13494

Since our last report the General Southeastern Rate Case, involving readjustment of entire rate structure within the Southern States, as well as between southern states and other parts of the country, has been decided by the Interstate Commerce Commission and the carriers have indicated their willingness to undertake the general readjustment in line with the decision, with the understanding that they will go to the Commission for such modification, if any, as they may find necessary from time to time as the work in connection with the compilation and printing of tariffs progresses. It is understood the carriers contemplate putting the whole readjustment in force as early as possible, and upon a uniform date for each and every adjustment involved in the decision. The adjustment is too comprehensive for explanation in this report, but it can be said our Commission believes the principal adjustment affecting our State, namely, between Central Freight Association territory and North Carolina, the rates will be, when installed, more satisfactory than heretofore.

There will be some sharp advances from Ohio River Cities, but from and to all points north of the Ohio River there will be through rates substantially less than existing rates, and when this adjustment becomes effective we will have through interstate rates from all points east of the Mississippi River, substantially less than combination on any intermediate point or gateway. Revised rates are expected to become effective next July 1.

THE VIRGINIA CASE

The complaint of the Virginia Corporation Commission, representing the Virginia Cities, against our intrastate adjustment is still pending before the Interstate Commerce Commission, and we anticipate decision will hardly be rendered in the near future; in fact, our Commission assumed the position at the hearing in Richmond, Va., May, 1925, on account of the fact the Virginia Commission's complaint did not cover the group rates along with the alternative scale complained of, the complaint was not comprehensive enough to enable the Interstate Commerce Commission to render an intelligent decision. It remains to be seen, of course, just how the Interstate Commerce Commission will dispose of the case, but it is quite likely the case will eventually be absorbed in the readjustment in the rates of the South under the Southeastern Rate Case decision, commonly known as I. C. C. 13494.

REDUCED RATES ON FERTILIZER

The Corporation Commission has participated in a general investigation of rates on fertilizer for the Southeastern District, and it was found that rates between points in North Carolina and the interstate rates into North Carolina have been on a higher level than the average rates for the Southeast as a whole. As a result of this general investigation the Interstate Commerce Commission has prescribed a uniform scale of mileage rates which will become effective on interstate shipments throughout the Southeast next July 1, and which will average approximately fifty cents per ton less than the existing level of rates in North Carolina. The reduced rates become effective within North Carolina, upon order of the Corporation Commission on January 1, so as to apply to the shipment of fertilizer within this State during the coming season.

VEGETABLE RATES, I. C. C. 18153

Our Commission has filed formal complaint with the Interstate Commerce Commission against the carriers in the matter of rates on vegetables from Eastern Carolina territory to Eastern and interior eastern points. The complaint involves the question of both rates and minimum car loadings and was brought upon request of Wilmington Traffic Association, Wilmington Coöperative Truck Growers Association, Inc., and Eastern Carolina Wholesale Dealers and Manufacturers Association, Inc.

Coöperative Proceedings That Will Result in Reduced Rates on Lime and Cement and on Peaches

In addition to the foregoing proceedings, in which the Corporation Commission has secured results of far-reaching importance, either by prosecution of formal complaints or by intervention in pending proceedings, the Commission has also been represented in several coöperative proceedings covering revision of rates on other important commodities. General investigation of rates on lime and cement, and of freight rates and refrigeration charges on peaches from our Sandhill peach belt, have progressed to a state that indicates important reductions may be expected in rates on these commodities.

RATES ON COTTON

A general investigation similar to those above mentioned is being instituted covering a comprehensive review of the rates on cotton throughout the producing territory.

BANKS AND TRUST COMPANIES

At the close of the year, on June 30, 1926, there were under the supervision of the Commission four hundred eighty-three banks and trust companies, which number included sixty-eight branches. At the close of the year on June 30, 1924, the number of banks and trust companies under our supervision was five hundred thirty-five, which number included sixty-four branches. The total resources, exclusive of trust resources, of these institutions on June 30, 1926, was \$309,567,398.35, while the resources on June 30, 1924, amounted to \$280,618,841.46. For the two-year period, there was an increase in resources of \$38,948,556.89 and a decrease of fifty-two in the number of banks and branches in operation.

Below is given the changes for the two-year period covered by this report:

Number of Banks, June 30, 1924.....	471
Number of Branches June 30, 1924.....	64
<hr/>	
Total	535

(Resources \$280,618,841.46)

Number of Banks June 30, 1925.....	441
Number of Branches June 30, 1925.....	66
<hr/>	
Total	507

(Resources \$287,476,807.06)

Number of Banks June 30, 1926.....	415
Number of Branches June 30, 1926.....	68
<hr/>	
Total	483

(Resources \$309,567,398.35)

Detailed changes entering into the above statement of conditions were as follows:

Failures

July 1, 1924, to June 30, 1925 (Including one branch).....	20
July 1, 1925, to June 30, 1926 (Including one branch).....	11
<hr/>	
Total	31

Voluntary Liquidation

July 1, 1924, to June 30, 1925.....	4
July 1, 1925, to June 30, 1926.....	5
<hr/>	
Total	9

Branches Discontinued

July 1, 1924, to June 30, 1925	2
July 1, 1925, to June 30, 1926	2
Total	4

Conversion into National Banks

July 1, 1924, to June 30, 1925.....	2
July 1, 1925, to June 30, 1926.....	2
Total	4

Consolidations

July 1, 1924, to June 30, 1925.....	8
July 1, 1925, to June 30, 1926.....	12
Total	20

New Banks Opened

July 1, 1924, to June 30, 1925.....	5
July 1, 1925, to June 30, 1926.....	1
Total	6

New Branches Opened

July 1, 1924, to June 30, 1925.....	5
July 1, 1925, to June 30, 1926.....	5
Total	10

At the close of the year on June 30, 1926, there were under the supervision of the Commission thirty-two industrial banks, having total resources of \$10,625,590.43. At the close of the year, on June 30, 1924, there were under our supervision twenty industrial banks having total resources of \$6,205,218.93. For the two-year period there was an increase in the resources of industrial banks of \$4,420,371.50 and an increase of twelve in the number of industrial banks operating.

Below are given the changes for the two-year period covered by this report:

Number of Banks June 30, 1924.....	20
Resources \$6,205,218.93	
Number of Banks June 30, 1925.....	26
Resources \$8,348,400.24	
Number of Banks June 30, 1926.....	32
Resources \$10,625,590.43	

During the year July 1, 1924, to June 30, 1925, six hundred fifty-eight examinations were made, which included one examination for each bank and one hundred and forty-one special examinations. For the year July 1, 1925, to June 30, 1926, six hundred thirty-six examinations were made, which included one examination for each bank and one hundred fifty-three special examinations.

The effect and influence of legislation is not always immediate. The two years covered by this report, however, have established a definite trend in banking which was influenced and brought about largely by the legislation enacted at the session of 1921. As previously shown, during the past two-year period the number of banks and trust companies has decreased fifty-two, while resources in the same period have increased \$38,948,556.89. In the same period the resources of the average bank has increased from \$525,000 to \$620,000, indicating the tendency towards the elimination of the smaller institutions and the strengthening of those already in operation.

CAPITAL ISSUES DEPARTMENT

The Capital Issues Law, Chapter 190, Public Laws of 1925, was passed by the Legislature to regulate the issuance and sale of securities. Under its provisions the Governor was authorized to designate a member of the Corporation Commission as the commissioner to administer the act. Commissioner Maxwell was accordingly designated, and, under authority of the law, appointed I. M. Bailey as Assistant Commissioner.

In carrying out the provisions of this law, the securities of twelve corporations, totaling seven hundred fifty-one thousand dollars, have been registered for the year April 1, 1925, to March 31, 1926. One hundred forty-three dealers and salesmen were registered under the law for the period ended March 31, 1926, and one hundred forty-four dealers and salesmen have been registered since April 1, 1926. Of the number registered, the licenses of four were canceled during 1925 and 1926, and fourteen others have been canceled since April 1, 1926. All of the cancellations of licenses of salesmen have been upon request of the dealers employing them. Two citations to dealers to show cause why licenses issued to them should not be canceled have been issued. In one case, it was found that the Commissioner did not have sufficient authority, under the law, to cancel the license, and action on the other citation is still pending.

A large amount of work has been done in conferences during the period since April, 1925, to assist in better and clearer financing. One conference with a real estate board and the bar of the same county

was held in which the work of the Department resulted in estimated savings to investors totaling a large amount.

The present law is so unlike the old Blue Sky Law that comparisons in adaptability are hard to make. Improvements in the present law are, however, desirable and we shall be glad to confer with you at your pleasure concerning this and other statutes under our jurisdiction.

Respectfully,

W. T. LEE, *Chairman*,
GEO. P. PELL,
A. J. MAXWELL,
Commissioners.

Attest:

R. O. SELF, *Chief Clerk.*

W. G. WOMBLE, *Rate Clerk.*

JOHN MITCHELL, *Chief Bank Examiner.*

I. M. BAILEY, *Counsel.*

DECISIONS AND ADJUSTMENTS OF COMPLAINTS

IN THE MATTER OF UNDERPASS BETWEEN SPENCER AND EAST SPENCER.

ORDER

In 1920, petition was filed with the Corporation Commission to require the construction of an underpass under the tracks of the Southern Railway Company between the towns of Spencer and East Spencer. Hearing was had on this petition and the Southern Railway Company was required to file plans for the underpass at the location desired. It was estimated by the Southern Railway Company that the construction of the underpass in accordance with these plans would cost sixty-five thousand dollars.

The authority of the Corporation Commission with respect to elimination of grade crossings is limited to that conferred in Section 1048 of the Consolidated Statutes. This section seems to anticipate that in the matter of elimination of grade crossings there will be a division of expense between the railroad company and the municipality or county in which such crossing is located. It did not at any time appear that either the county of Rowan or the municipalities of Spencer or East Spencer were in position to contribute any part of the expense of the elimination of this crossing; and, for this reason, no order was made in the matter by the Corporation Commission.

At the Special Session of the General Assembly in August, 1924, the following act was passed with respect to this particular matter:

SECTION 1. That the Corporation Commission of the State of North Carolina is hereby directed, authorized and empowered to place an underpass, or cause an underpass to be placed, built, opened and constructed, under the railroad tracks, at a proper and suitable place at or near the Spencer Depot, between the towns of Spencer and East Spencer for the use of the general public, and said Corporation Commission is hereby empowered and directed to charge the costs of said construction, or opening of said underpass, to the railroad company operating railroads or a line of railroads over said underpass, and said Corporation Commission shall proceed without further delay and cause said underpass to be constructed and opened.

The enactment of this statute removed any question of participation in expense and requires the construction of the underpass at the expense of the Southern Railway Company. In compliance with this act, the Commission held hearing at Spencer on December 29, 1924, heard views of interested parties and personally inspected the proposed location for the underpass.

Present conditions at this point are so hazardous and inconvenient as to make some better provision for interchange between the towns of Spencer and East Spencer a practical, public necessity. The tracks of the Southern Railway divide the towns of Spencer and East Spencer; and, as business has increased over this line, its main line double tracked and numerous

passing and side tracks installed, two of the grade crossings connecting the two towns have been closed on account of the hazard involved and to facilitate the development of the properties of the Southern Railway at this point and to eliminate the hazard to that extent. This leaves no provision whatever for crossing these tracks for nearly the whole length of the towns of Spencer and East Spencer, or for a distance of approximately two miles between the grade crossing at the Vance Cotton Mills at the southern end of the town and the grade crossing at the combination freight and passenger depot of the Southern Railway Company at the northern end of the town. This grade crossing at the depot crosses a series of seven tracks including the double tracked main line. These tracks are in almost constant use either by main line trains or by shifting on side tracks and pass tracks. This crossing is at even grade, and about four hundred feet north of this crossing is the point at which it is desired that the underpass be provided. After personal inspection of this location, we are convinced that the natural conditions at this point are ideal for the construction of an underpass. The tracks at this point are on a sufficient fill to permit construction of an underpass.

The Southern Railway Company objects to construction of the underpass and proposes to construct, at its own expense, an overhead bridge at a point about fifteen hundred feet north of the present grade crossing at depot, or about nine hundred feet further north than the proposed underpass. The tracks of the Southern Railway at this point are in a cut but not of sufficient depth for an overhead bridge without requiring additional fill for approaches to it on either side and particularly on the east side. The principal objection of the Southern Railway Company to the construction of the underpass seems to be that with the further development of their facilities at this point they will require the construction of additional tracks at the point where the underpass is proposed to be located. They own, at the present time, adjoining property on the west side of this location in addition to their right of way which they anticipate that in the process of further development of their shops and transfer facilities at Spencer will require the placing of additional tracks at this point. They have at the present time five tracks at this point. We are of the opinion and find that the proposed location about four hundred feet north of the present crossing near the depot and at the point where the proposed location of Newton Street would intersect with the tracks of the Southern Railway is a proper location for the construction of an underpass. If the development of the business of the Southern Railway at this point in future should require the laying of additional tracks at this point, it would not seem to be an unreasonable hardship that such tracks when constructed should be laid over an extension of the underpass.

The Corporation Commission is left without discretion by the act of the General Assembly, herein quoted, to comply with the request of the Southern Railway Company that it be permitted to construct an overhead bridge at a point about nine hundred feet north of the location for the proposed underpass; but, after an examination of the property, we are convinced that the underpass will furnish a more convenient means of communication between Spencer and East Spencer. It is, therefore

ORDERED, That the Southern Railway Company construct at its own expense within three months from this date an underpass at a point about four hundred feet north of the present grade crossing near its depot at Spencer and at the point of the location of Newton Street, and that the said underpass be constructed in accordance with the plans filed with the Corporation Commission by the Southern Railway Company for said underpass.

By order of the Commission:

This 2d day of January, 1925.

Docket No. 5500.

R. O. SELF,
Clerk.

IN THE MATTER OF UNDERPASS BETWEEN SPENCER
AND EAST SPENCER

ORDER OVERRULING EXCEPTIONS OF SOUTHERN RAILWAY COMPANY

This cause coming before us upon the exceptions filed by the Southern Railway Company to the order of this Commission entered January 2, 1925, and said exceptions having been considered, It is

ORDERED, That said exceptions be overruled.

This 4th day of February, 1925.

W. T. LEE, *Chairman.*

Docket No. 5500.

IN THE MATTER OF THE ACQUISITION BY PIEDMONT TELEPHONE
AND TELEGRAPH COMPANY OF ALL OF THE PHYSICAL PROPERTY,
RIGHTS OF WAY, EASEMENTS AND PRIVILEGES OF THE RUTHER-
FORD COUNTY TELEPHONE COMPANY.

ORDER

Whereas, application has been made to this Commission for its consent and approval of the sale of all of the property of the Rutherford County Telephone Company, consisting of its local telephone exchanges at Rutherfordton, Forest City and Caroleen, with lines connecting the same, rights of way, easements, and privileges to the Piedmont Telephone and Telegraph Company, and for authority for the Piedmont Telephone and Telegraph Company to charge at said exchanges the schedule of rates now being charged at same by the Rutherford County Telephone Company, it is

ORDERED, That said sale of all of the property, rights of way, easements and privileges of the Rutherford County Telephone Company, a corporation, to the Piedmont Telephone and Telegraph Company, a corporation, be and is hereby consented to and approved.

IT IS FURTHER ORDERED, That upon and after the acquisition of the said properties of the said Rutherford County Telephone Company, the Piedmont Telephone and Telegraph Company is hereby authorized to charge the same schedule of rates at said Rutherfordton, Forest City and Caroleen exchanges as heretofore authorized and approved by this Commission for said

Rutherford County Telephone Company in this Commission's order of October 25, 1924, in the matter of the "Petition of the Rutherford County Telephone Company for an adjustment of Rates," said schedule of rates being in words and figures as follows, to wit:

REGULATIONS

1. The rates specified herein, with mileage charges when applicable, entitle subscribers to an unlimited number of messages to all stations bearing the designation of the central office with which subscriber is connected.

RATES AND THEIR APPLICATION

A. Within the Base Rate Area; i.e., the corporate limits of Rutherfordton, N. C., and within a radial distance of one mile from the passenger station of the Seaboard Air Line Railway at Spindale, N. C., flat rates are quoted as follows:

Within the Base Rate Area; i.e., the corporate limits of Forest City, N. C., flat rates are quoted as follows:

Within the Base Rate Area; i.e., within a radial distance of one mile from the passenger stations of the Seaboard Air Line Railway at Caroleen and Henrietta, N. C., flat rates are quoted as follows:

	<i>Rate per Month</i>
Business Individual Line	\$3.50
Business Individual Line Joint User	1.00
Business 2-party Line	3.00
Business Auxiliary Line Inward	2.25
Toll Terminal	2.25
Business Extension	1.00
Residence Individual Line	2.25
Residence Individual Line Joint User .....	.50
Residence 2-party Line	2.00
Residence 4-party Line	1.75
Residence Extension .....	.75

B. Outside the area indicated in "A" and within the territory regularly served by primary classes of service, the following rates, plus an additional rate for extra distance beyond Exchange Base Rate Area, of 42 cents per month per one-fourth mile or fraction thereof, to be prorated between two-party and four-party stations, will apply:

	<i>Rate per Month</i>
Business Individual Line	\$3.50
Business Individual Line Joint User	1.00
Business 2-party Line	3.00
Business 4-party Line	2.50
Business Auxiliary Line Inward	2.25
Toll Terminal	2.25
Business Extension	1.00
Residence Individual Line	2.25
Residence Individual Line Joint User .....	.50
Residence 2-party Line	2.00
Residence 4-party Line	1.75
Residence Extension .....	.75

C. Beyond the Base Rate Area Multi-party Line service of not less than four stations or more than eight stations per line is furnished at the monthly rates given below, provided the Company has existing pole routes available or provided the subscriber will at his own expense construct and maintain a circuit to a pole route of the Company:

North Carolina State Library
Raleigh

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	<i>Rate per Month</i>
Business	\$3.00
Residence	2.00

D. In connection with either Business or Residence stations, either inside or outside Exchange Base Route Area, the following rates for miscellaneous equipment and service will apply:

	<i>Rate per Month</i>
Extension Gong .....	.50
Extension Bell .....	.25
Auxiliary Receiver .....	.15
Operator's Head Set .....	.15
Operator's Head Set and Chest Transmitter .....	.35
Extra Listing in Directory .....	.25
Extra Line in Directory .....	.25

E. Beyond the Base Rate Area, Farmers' Line Service is furnished at the monthly rates given below provided the subscriber furnishes, owns and maintains his line to the Exchange Base Rate Area, and furnishes, installs and maintains his own instruments:

Minimum charge per line (with not more than 6 stations thereon)	\$3.60
Additional Stations in excess of 6, each .....	.60

F. Service Connection Charges:

1. For Individual and Party Line Service
 2. For each extension station connected with any class of telephone service
 3. To cover, in part, Directory, Accounting, circuit and switch-board expense in cases where service is established by the use of instrumentalities already in place in subscriber's premises and no change is made in the type or location of such instrumentalities, each main station
- 3.50
3.50
1.50

G. Charge for Moves and Changes:

1. For moving a telephone set from one location to another on the same premises, a charge of
 2. For moving any other equipment or wiring from one location to another on the same premises, a charge based on the cost of labor and material.
 3. For change in type or style of telephone set, a charge of
 4. For other changes in equipment or wiring, a charge based on the cost of labor and material.
- 3.00
.....
3.00
.....

H. Restoration of Service Charge:

When service has been suspended for nonpayment of charges, restoration of service is made only upon payment of the charges due, and in addition a restoration charge of \$1.00.

DONE AND ORDERED by the North Carolina Corporation Commission in session at its office in the City of Raleigh, North Carolina, this 19th day of January, 1925.

W. T. LEE, *Chairman.*

Docket No. 6234.

IN RE PETITION OF THE THE SOUTHERN RAILWAY COMPANY FOR
PERMISSION TO DISCONTINUE CERTAIN PASSENGER TRAIN
SERVICE BETWEEN KEYSVILLE, VIRGINIA, AND DURHAM, NORTH
CAROLINA.

ORDER

The original petition in this case was filed and notice served upon the Mayors of Durham and Oxford; answers were filed by them and citizens of Stem, North Carolina; and hearing was held thereon July 31, 1924.

At the hearing the cities of Oxford and Durham and intervening towns and the petitioner were represented, but the Commission thought that the evidence produced by the petitioner was not sufficiently full and did not embrace a period of sufficient duration over which to properly judge the return from operations; therefore, the petitioner was instructed to prepare and file with the Commission a statement of passenger revenue and expenses for a period of five months.

This statement was filed on September 12, 1924, and rehearing was had October ninth, and the petitioner produced evidence to show that over a five months period the "out-of-pocket" passenger train expenses exceeded the actual revenue by more than five thousand dollars. The evidence further showed that passengers can and do travel by auto bus at almost any hour in the day between Durham and Oxford, and that such busses leave and arrive on schedule and the Seaboard Air Line operates a parallel line with double daily passenger schedule between Durham, Dickerson and Oxford.

The respondents offered evidence that showed that there is some demand for emergency express; such as, ice cream, flowers, milk, etc, but according to the evidence the total annual revenue from these sources is negligible and this business can be handled in emergencies by the Seaboard Air Line to Oxford. It is evident that there is considerable duplication of service between Oxford and Durham and inadequate demand for all the service which is now being offered the public.

Our conclusion is, after carefully considering the evidence, that the petition should be granted and that the petitioner be required to operate in lieu of all the present service a service of one train in each direction daily and upon a schedule which will most conveniently serve the demands of the public patronizing the service. The Commission will not, at this time, make a schedule for the service to be substituted for that service which is now being operated on this line; and, if such schedule cannot be agreed upon by the petitioner and respondents, assistance can be rendered upon request; therefore, it is

ORDERED, That the Southern Railway Company be, and is hereby, authorized to discontinue passenger trains Nos. 107, 108, 113 and 114 and to operate in lieu thereof a service of one passenger train in each direction daily on such schedule as may most conveniently serve the demand for such service on such line. This order shall be effective from and after March 1, 1925.

By order of the Commission:
This 9th day of February, 1925.
Docket No. 6139.

R. O. SELF,
Clerk.

IN THE MATTER OF UNIFORM RATES ON BRICK
AND CLAY PRODUCTS.

ORDER

The Interstate Commerce Commission, after thorough investigation, adopted a schedule of uniform mileage rates, effective December 12, 1924, on all interstate shipments within the Southeast on brick and clay products, known as the "Uniform Brick List." This schedule of rates compared with existing rates on these commodities between points in North Carolina are for some distances lower and for some distances higher than the present rates, the general average of such rates being somewhat less than the present rates. The trunk line carriers made application for approval of this schedule of rates for application between points in North Carolina as they have in other States in the Southeast. This application has been granted, with slight modifications, in the States of South Carolina, Georgia and Alabama. Copy of this application was served upon the principal shippers of these products within North Carolina, and hearing was held at Raleigh, January 22, 1925.

The order of the Interstate Commerce Commission in this matter fixes a uniform mileage schedule of rates for application on brick and clay products, with provision that the rates on common brick for distances up to 150 miles should be eighty per cent of the schedule. At the hearing on January 22, 1925, representation was made by shippers that the application of the eighty per cent rule should not be limited to the distance of 150 miles, and that the minimum weight should not exceed fifty thousand pounds per car.

The Commission finds that the rates proposed by the carriers are reasonable rates to be charged on commodities covered by the so-called "Uniform Brick List," except that on common brick the rates for distances beyond 150 miles should be eighty per cent of the scale instead of one hundred per cent, as proposed, and the minimum weight should not be more than fifty thousand pounds. It is, therefore,

ORDERED, That the application of the carriers, viz:

Atlantic Coast Line Railroad Company
Atlantic & Yadkin Railway Company
(A. E. Smith & J. W. Fry, Receivers)
Clinchfield Railroad
Carolina & Northwestern Railway Company
Norfolk Southern Railroad Company
Norfolk & Western Railway Company
(except Abingdon Branch)
Seaboard Air Line Railway Company
Southern Railway Company
Winston-Salem Southbound Railway Company

be, and the same is hereby, approved for application on and after March 10, 1925, except that the minimum carload weight on common brick shall not be more than fifty thousand pounds, and that rates on common brick shall not exceed eighty per cent of the rates on other clay products

IT IS FURTHER ORDERED, That the so-called "Uniform Brick List" shall not include heavy-load-bearing concrete tile.

By order of the Commission:
This 17th day of February, 1925.
Docket No. 6251.

R. O. SELF,
Clerk.

IN THE MATTER OF THE PETITION OF THE WESTERN CAROLINA
TELEPHONE COMPANY FOR ESTABLISHMENT OF RATES FOR THE
TOWN OF FRANKLIN, N. C., AND VICINITY.

ORDER

The petitioner is a newly organized company which has taken over the property and franchises of the Franklin Telephone and Electric Company, which formerly operated in the town of Franklin and Macon County.

The petitioner is greatly improving the service to be offered to the people of that vicinity and presents a schedule of rates with its petition, approved by the Board of Aldermen of the town of Franklin, as to rates within the base rate area of said town; therefore, it is

ORDERED, That the Western Carolina Telephone Company is hereby authorized to charge monthly rental and line rates within and without the base rate area of the town of Franklin as follows:

(A) Within the base rate area; i.e., the corporate limits of Franklin, N. C., and within a radial distance of one mile from the Court House, flat rates are quoted as follows:

	<i>Per Month</i>
Business individual line	\$3.50
Business individual line—joint user	1.00
Business two-party lines,	3.00
Toll terminal	2.50
Residence individual line	2.50
Residence individual line—joint user .....	.50
Residence 1 to 4-party line	2.00
Residence extension set .....	.75

(B) Outside the area indicated in A and within the territory regularly served by primary classes of service, the following rates plus an additional rate for extra distance beyond base rate area of 42 cents per month per one-fourth mile or fraction thereof to be prorated between four party stations will apply:

	<i>Per Month</i>
Business individual line	\$3.50
Business individual line—joint user	1.00
Business extension, individual line	1.00
Business two-party line	3.00
Business four-party line	2.50
Toll terminal	2.25
Residence individual line	2.50
Residence individual line—joint user .....	.50
Residence four-party line	2.00
Residence extension .....	.75

(C) Beyond the base rate area multi-party lines service of not less than four stations nor more than eight stations per line is furnished at the monthly rate given below, provided the company has existing pole route available or provided the subscriber will at his own expense construct and maintain a circuit to the pole route of the company:

Business	\$3.00
Residence	2.00

(D) In connection with either business or residence station either inside or outside of the exchange base rate area, the following rates for miscellaneous equipment and service will apply:

Extension gong	\$.50
Extension bell .....	.25
Extra listing in directory .....	.25
Extra line in directory .....	.25

(E) Beyond the base rate area, former line service is furnished at the monthly rate given below, provided the subscriber furnishes, owns and maintains his line to the exchange base rate area, and furnishes, installs and maintains his own instruments. Minimum charge for lines with not more than seven stations thereon:

At the rate of	\$3.50 per month
Additional stations in excess of seven .....	.50 per month

(F) Service connection charge:

- (1) For individual and party line service \$3.50
- (2) For each extension station connected with any class of telephone service 3.00
- (3) To cover in part Directory, Accounting, Circuit and switch-board expenses in case where service is established by the use of instrumentalities all ready in place in subscribers premises and no change is made in the type or location of such instrumentalities, each main station 1.50

(G) Charge for moving and changes:

- (1) For moving a telephone set from one location to another on the same premises a charge of 3.00
- (2) For moving any other equipment or wiring from one location to another on the same premises, a charge based on the cost of labor and material.
- (3) For change in type or style of telephone set a charge of 3.00
- (4) For other changes in equipment or wiring a charge based on the cost of labor and material.

(H) Restoration of service charge:

- (1) When service has been suspended for non-payment of charges, restoration of service is made only upon application of subscriber and payment of charges due, and in addition a restoration charge of 1.00

By order of the Commission:
This 27th day of February, 1925.
Docket No. 6253.

R. O. SELF,
Clerk.

IN RE CHAPTER 50, PUBLIC LAWS OF 1925, PROVIDING FOR THE REGULATION OF MOTOR VEHICLE CARRIERS.

ORDER

Under the provisions of Chapter 50, Public Laws of 1925, entitled: "An Act Providing for the Regulation, Supervision and Control of Persons, Firms, Corporations and Associations Owning, Controlling, Operating or Managing Motor Vehicles Used in the Business of Transporting Persons or

Property for Compensation on the Improved Public Highways of This State Which Are or May Hereafter Be Declared to Be Parts of the State Highway System, or Any of the County Highways, and Prescribing and Imposing License Fees and Providing for the Disposition of the Revenue Raised by the same," and amendments thereto, and in the exercise of the general powers therein conferred, it is hereby

ORDERED, That all motor vehicle carriers transporting passengers or property, or both, for compensation over the improved public highways between any termini in this State where any part of the route is outside an incorporated city or between points within and points without this State, shall be classed into Classes A, B, C, D, E and F, as follows:

Passenger Carriers

Class "A" shall include only motor vehicle passenger carriers operating over specifically designated routes, between fixed termini, upon fixed time schedules.

Class "B" shall include only motor vehicle passenger carriers operating over specifically designated routes, but not upon fixed time schedules.

Class "C" shall include only motor vehicle passenger carriers holding themselves out for private employment only to or from the city or town from which carrier operates and other cities and towns and not soliciting or receiving patronage along the route or at terminal stations of classes "A" and "B" carriers.

Class "D" shall include only motor vehicle passenger carriers employed exclusively in the conduct of educational or sight-seeing excursions, or tours, from points outside of this State to and from points within this State and not soliciting or receiving patronage along the route.

Property Carriers

Class "E" shall include only motor vehicle property carriers operating over specifically designated routes, between fixed termini, upon fixed time schedules.

Class "F" shall include only motor vehicle property carriers holding themselves out for private employment only for the transportation of a specific load, loads, or commodities, to or from the city or town from which carrier operates and other cities or towns, and not soliciting or receiving patronage along the route or at terminal stations of Class "E" carriers, and

That motor vehicle carriers desiring to operate in this State after March 22, 1925, under this act, shall file with, on forms furnished by, the Commission, application for license certificate so to do; and the applications of the several classes of carriers shall have attached thereto at the time of filing, the following:

Passenger Carriers

Class A.

1. Two copies of tariffs naming fares with rules and regulations governing same.
2. Two copies of time schedule.
3. Two copies of full description of each motor vehicle and designated route over which, and termini between which, operation of each vehicle is proposed.
4. Any other exhibit required or that may assist the Commission in determining the reasonableness of the application.

Class B.

1. Two copies of tariffs naming fares with rules and regulations governing same.
2. Two copies of full description of each motor vehicle and designated route over which, and termini between which, operation of each vehicle is proposed.
3. Any other exhibit required or that may assist the Commission in determining the reasonableness of the application.

Class C.

1. Two copies of full description of each motor vehicle.

Class D.

1. Two copies of full description of each motor vehicle.

*Property Carriers**Class E.*

1. Two copies proposed rates with rules and regulations governing same.
2. Two copies of time schedule.
3. Two copies of full description of each motor vehicle and designated route over which, and termini between which, operation of each vehicle is proposed.
4. Any other exhibit required or which may assist the Commission in determining the reasonableness of the application.

Class F.

1. Two copies of full description of motor vehicle and the routes over which applicant most frequently operates.
2. Any other exhibit required or which may assist the Commission in determining the reasonableness of the application, and

SCHEDULES

That motor vehicles operated by competing carriers shall not leave a given city or town, or other point, for the same destination or destinations on the same time schedule; and, where competing carriers operate motor vehicles over the same highway, schedules shall be arranged, as may be practicable, to leave termini at alternating periods on even spacing of time between departures, and

(NOTE. Competitive operators should endeavor to work out agreed schedules under this rule; and, if, after a meeting for this purpose, agreement is impossible, the Commission should be so advised at time of application, upon which hearing may be given and decision rendered accordingly.)

that each motor vehicle carrier, included in the classification above named, may continue operation over same route, and at the same fares and rates with which service is being rendered on the date act becomes effective, pending the action of the Commission upon its application, by complying with the following requirements:

BONDS AND ADVANCE ON TAX

To pay two hundred (\$200) dollars to the Commissioner of Revenue as provided by Section 8 of the act, and amendments thereto, and file with the Commission, subject to the provisions and conditions of the act, an acceptable

Liability and Property Damage Insurance Policy, in a company authorized to do business in this State, covering each motor vehicle used or to be used by the carrier in the following amounts:

Classes A and B

Twelve Passengers and Under.

Five thousand (\$5,000) dollars for injury or death to one person, and subject to a limit of ten thousand (\$10,000) dollars for injury to, or death of more than one person in any one accident, and one thousand (\$1,000) dollars for damage to property of persons other than the assured.

Thirteen to Twenty-one Passengers.

Five thousand (\$5,000) dollars for injury or death to one person, and subject to a limit of fifteen thousand (\$15,000) dollars for injury to, or death of, more than one person in any one accident, and one thousand (\$1,000) dollars for damage to property of persons other than the assured.

Over Twenty-one Passengers

Five thousand (\$5,000) dollars for injury or death to one person, and subject to a limit of twenty thousand (\$20,000) dollars for injury to, or death of, more than one person in any one accident, and one thousand (\$1,000) dollars for damage to property of persons other than the assured.

Any Vehicle

Class C

One thousand (\$1,000) for injury or death to one person, and subject to a limit of five thousand (\$5,000) dollars for injury to, or death of, more than one person in any one accident, and one thousand (\$1,000) dollars for damage to property of persons other than the assured.

Any Vehicle

Class D

One thousand (\$1,000) dollars for damage to property of any person other than the assured.

Any Vehicle

Class E

Two thousand five hundred (\$2,500) dollars for injury or death to one person, and subject to a limit of five thousand (\$5,000) dollars for injury to, or death of, more than one person in any one accident, and one thousand (\$1,000) dollars for damage to property of persons other than the assured.

Any Vehicle

Class F

One thousand (\$1,000) dollars for injury or death to one person, and subject to a limit of five thousand (\$5,000) dollars for injury to, or death of, more than one person in any one accident, and one thousand (\$1,000) dollars for damage to property of persons other than the assured; or

If, in lieu of the above Liability and Property Damage Insurance Policy, the applicant carrier may elect, he may

Deposit with the Commission, subject to the provisions and conditions of the act, acceptable bond or bonds of the United States Government, the State of North Carolina, or any city or county in this State, or file an acceptable bond in a surety company, authorized to do business in this State, for *each* motor vehicle used or to be used by such carrier in the following amounts:

Passenger Vehicles (All Classes)

Seven Passenger Vehicles and Under: Ten thousand (\$10,000) dollars each;

Eight to Twelve Passenger Vehicles (Both Inclusive): Fifteen thousand (\$15,000) dollars each;

Thirteen to Twenty-one Passenger Vehicles, (Both Inclusive): Twenty thousand (\$20,000) dollars each;

Over Twenty-one Passenger: Twenty-five thousand (\$25,000) dollars each;

Property Carrying Vehicle

Class E: Ten thousand (\$10,000) dollars each;

Class F: Five thousand (\$5,000) dollars each; and

Whenever any action shall be brought in the Superior Court, involving the liability of any indemnity or surety bond or bonds deposited or filed as provided in the next preceding paragraph, such motor vehicle carrier shall immediately file an additional bond or bonds in the same amount, and in default thereof such motor vehicle carrier's license certificate shall stand revoked: *Provided*, that if judgment in any such action is rendered in favor of such motor vehicle carrier and such carrier has deposited the additional bond required, then such carrier shall have the privilege of canceling the bond upon which action was brought.

Records

To keep on file in the carrier's principal office in this State, on and after 12:01 o'clock a.m., March 22, 1925:

(a) A description of each motor vehicle used in the form required to be filed with applications for license certificates.

(Exhibit C).

(b) To or between what points, and the number of one-way trips, each vehicle is operated to each point and the gross receipts from the operation of each one-way trip of each vehicle; and such other records as the Commissioner of Revenue may prescribe.

(c) At the end of each three months' operation, report the receipts therefrom to, on forms furnished by, the Commissioner of Revenue, and pay the taxes provided in Section 8, Chapter 50, Public Laws of 1925, and amendments thereto.

Speed

To keep within statutory speed limitations of Section 2618, Chapter 55, Consolidated Statutes, and amendments thereto, if any, and to observe such rules as the Commission may make reducing the statutory speed limitation for any type or weight vehicle on any highway.

Drivers

To not operate, or permit the operation of, any motor vehicle in such service by any driver under eighteen (18) years of age, nor otherwise in violation of Section 2614, Chapter 55, Vol. 1, Consolidated Statutes, and Section 6 of Chapter 50, Public Laws of 1925; and it is further

Application for Drivers' Permits

ORDERED, That each applicant to become a motor vehicle carrier shall cause to be filed with the original application for a license certificate, a separate application for a driver's permit for each person such applicant expects to operate motor vehicles in such service; and, subject to the limitations and requirements referred to in the next preceding paragraph, such applicants for drivers' permits may continue to operate as motor vehicle drivers pending action by the Commission upon their applications; and

Driving Regulations

That all operators and drivers of all motor vehicles operating under the act, shall be governed by the driving regulations in Section 2616 to Section 2621, both inclusive, of Chapter 55, Consolidated Statutes, and such other rules as may be made by the Commission, and

Equipment—Horns, Brakes, Lights, etc.

That each motor vehicle operated under the act shall in all respects conform to the requirements in Section 2615, Chapter 55, Consolidated Statutes, as to horns, brakes and lights; and rulings of this and the Highway Commission regulating the type of tires used on, and the size and weight of all motor propelled vehicles used in such service (See subsection (f), Section 3 of the act); and shall be maintained in a safe and sanitary condition; closed vehicles shall have lights therein sufficient to light the passenger compartment; and all vehicles shall carry an extra serviceable tire, and shall be equipped with standard speedometers in good working order, and shall be maintained in a manner to insure reasonable safety to the public and maintenance of established routes and fixed time schedules; and there shall be kept posted on the inside front of each vehicle the photograph and name of the driver, the Commission's motor vehicle carrier permit, and the time schedule and fares; and

Baggage, Express, etc.

That the amount of express or baggage that may be carried in a motor vehicle with passengers shall not be greater than can be safely and conveniently carried without causing discomfort to the passengers; and that no motor vehicle used for the transportation of passengers shall be operated, carrying or transporting any baggage, trunk, crate or other load which shall extend beyond the running board on the left side of such motor vehicle; and

Fares, Charges, Free Passes

That no motor vehicle carrier shall charge, demand, collect or receive a greater or less, or different, compensation for the transportation of persons or property, or for any service in connection therewith, than the rates, fares and charges applicable to such carrier as specified in its tariffs filed with the Commission and in effect at the time, nor shall any such carrier refund or remit in any manner or by any device any portion of the rates, fares or charges so specified, or extend to any person, firm, copartnership, or corporation, or other organization, or association, privileges or facilities in the transportation of persons or property, except such as are regularly and uniformly extended to all; and no such carrier shall directly or indirectly

issue, give, tender or honor any free fares except to its bona fide officers, agents, employees and members of their immediate families and such persons as the Commission may designate in its employ for the inspection of equipment and supervision of traffic upon the highways of the State; and

Ownership Responsibility

That no license certificate shall be issued to two or more persons operating under a trade name, unless organized in a manner that will definitely fix responsibility; and

Sales, etc.

That on and after 12:01 o'clock a.m., March 22, 1925, no license certificate or rights vested or claimed hereunder shall be sold, assigned, leased, transferred, mortgaged, pledged, or hypothecated, unless first authorized by the Commission; and

Misrepresentations

That any license certificate or right to operate a motor vehicle carrier, as required by the act, obtained upon any application by any false affidavit or misrepresentation shall be subject to revocation and cancellation by the Commission; and

Inspection.

That all equipment and records shall, at all times, be subject to the inspection of the Commissioner of Revenue, the Corporation Commission, or their agents, and

Penalty.

That failure to comply with any one or more of the above requirements or to in any other way fail or neglect to comply with the act or rules or regulations adopted by any constituted authority under the act may be deemed sufficient cause for the Commission to revoke or cancel any license certificate of a motor vehicle carrier or any driver's permit under which any motor vehicle carrier or driver operates; and

That references to sections of the Consolidated Statutes, or other laws of this State, which may appear herein, shall by virtue of such reference make such laws a part of this order.

This order is for general application and is subject to such changes and modifications, as permitted by the law, as the Commission from time to time may determine advisable, and also subject to such exceptions as may be considered just and reasonable in individual cases.

This order shall be in force and effect from and after 12:01 o'clock a.m., March 22, 1925.

By order of the Commission:
This 14th day of March, 1925.
Docket No. 6261.

R. O. SELF,
Clerk.

**IN RE INSTALLATION OF AUTOMATIC TELEPHONE EXCHANGE IN
CITY OF DURHAM AND INCREASE OF TELEPHONE RENTAL RATES
THEREIN.**

ORDER

Upon consideration of the application of the Interstate Telephone Company for approval of increase in telephone rates in the City of Durham and the installation of automatic system of exchange, it appears that the idea of the automatic system was conceived by the Chamber of Commerce of said city. A committee was appointed by the said Chamber of Commerce last year and spent considerable time investigating the practicability of such system and conferred with the said Interstate Telephone Company, with a view to said installation, and the committee reached an agreement with the telephone company to install such system, and recommended an increase in the telephone company's rates to warrant the additional investment.

It further appears that the committee from the Chamber of Commerce laid the proposition before the officials of the City of Durham, who appointed a committee to consider the same, which made report recommending that no official action be taken in regard to same. In its report, the Committee, appointed by the Chamber of Commerce, states, in part, as follows:

We have conferred with representatives of the Interstate Telephone and Telegraph Company, and the Automatic Electric Company, as to the cost of installing the Automatic System in Durham. We have been furnished with a copy of the contract the Automatic Electric Company has offered the Interstate Telephone and Telegraph Company for installing the Automatic System. It develops that the cost of such installation will slightly exceed \$200,000. We find further that the present telephone rates enjoyed by Durham are less than the rates charged in Raleigh, Wilmington, Greensboro, Asheville and Charlotte. We feel, therefore, that an improved system of telephone service, entailing an additional expenditure of \$200,000, would justify an increase in our present telephone rates.

To meet the expense of additional investment, the Chamber of Commerce recommends that the telephone company be permitted to increase its rates, as follows:

	<i>Present</i>	<i>Proposed</i>
Business Special Line	\$5.00	\$6.00
Business Two-party Line	4.00	5.00
Business Four-party Line	3.00	3.75
Residence Special Line	3.00	3.50
Residence Two-party Line	2.50	3.00
Residence Four-party Line	2.00	2.25

It is

ORDERED, That the Interstate Telephone and Telegraph Company be authorized, when it shall have completed the installation of the proposed automatic system, and same is in operation, to charge the rates set out in the above schedule for the several classes of service named, and the said telephone company shall advise the Commission the date on which system is completely installed and in operation.

By order of the Commission:

This 20th day of March, 1925.

Docket No. 6263.

R. O. SELF,
Clerk.

IN RE PETITION OF THE SOUTHERN BELL TELEPHONE AND TELEGRAPH CO. TO ABOLISH THE WAUGHTOWN BASE RATE AREA NEAR WINSTON-SALEM, N. C.

ORDER

Petitioner makes application to abolish a base rate area created in the vicinity of Waughtown, a suburb of Winston-Salem, N. C., several years ago, and was for the purpose of giving the subscribers to petitioner's telephone service a flat rate in lieu of the regular subscription rates plus line mileage. The creation of this area in the first instance was arbitrary to meet local conditions, and the Commission knows of no reason why same should not be discontinued: therefore it is

ORDERED, that petition be granted.

By order of the Commission:

This the 9th day of April, 1925.

Docket No. 6274.

R. O. SELF,

Clerk.

IN THE MATTER OF THE ACQUISITION BY SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY OF ALL OF THE PROPERTY FORMERLY OWNED AND OPERATED BY THE IREDELL TELEPHONE COMPANY, NOW OWNED BY EUGENE MORRISON, ROSS S. McELWEE, L. J. FREEL, AND J. G. SHELTON, WITH AUTHORITY TO CHARGE THE RATES NOW CHARGED BY THE SAID IREDELL TELEPHONE COMPANY.

Whereas application has been made to said Corporation Commission for its consent and approval of the sale of all the telephone properties of Eugene Morrison, Ross S. McElwee, L. J. Freel, and J. G. Shelton, formerly owned by the Iredell Telephone Company, consisting of the telephone exchanges at Statesville, Taylorsville, Troutmans and Stony Point, North Carolina, and all toll lines connecting with same, to Southern Bell Telephone and Telegraph Company, and for authority for the Southern Bell Telephone and Telegraph Company to charge the schedule of rates now charged by the Iredell Telephone Company;

IT IS ORDERED that said sale of all the telephone property, both exchange and toll, owned and operated by said Eugene Morrison, Ross S. McElwee, L. J. Freel and J. G. Shelton, formerly owned and operated by the Iredell Telephone Company, to Southern Bell Telephone and Telegraph Company, a corporation, be and the same is hereby consented to and approved.

IT IS FURTHER ORDERED that upon acquiring the legal title to the aforesaid property of Eugene Morrison, Ross S. McElwee, L. J. Freel and J. G. Shelton, the Southern Bell Telephone and Telegraph Company is hereby authorized, and shall have the right to charge the same schedule of rates now charged by the said Iredell Telephone Company, said schedule of rates being in words and figures as follows to wit:

EXCHANGE RATE SCHEDULE

Exchange	Business		Residence	
	1-Party	1-Party	2-Party	4-Party
Statesville	\$4.00	\$3.00	\$2.50	\$2.00
Taylorsville	3.50	2.75	2.25	1.75
Troutmans	4.00	3.00	2.50	2.00
Stony Point	2.50	2.00	1.50	1.00

The above rates are to apply within the base rate areas of the said exchanges, such base rate areas being defined as follows:

Statesville: The corporate limits of Statesville as of November 1, 1924.

Taylorsville: The corporate limits of Taylorsville as of November 1, 1924.

Troutmans: That area within a radial distance of one-half mile from the Central Office.

Stony Point: That area within a radial distance of one-half mile from the Central Office.

Outside the above defined base rate areas and within the territory regularly served by primary classes of service, the same rates will apply, together with the established mileage charges of the Southern Bell Telephone and Telegraph Company.

All of the foregoing rates for one, two and four party line service, with mileage charges when applicable, shall entitle subscribers to an unlimited number of messages to all stations bearing the designation of its particular central office; and the established toll rates of the Southern Bell Telephone and Telegraph Company will apply on messages to stations bearing the designation of another central office, except between Statesville and Troutmans.

Mileage charges and other services and facilities not specified herein and the rates, charges and practices applicable thereto, shall be the rates, charges and practices set out in the Southern Bell Telephone and Telegraph Company's General Exchange Tariff on file with the North Carolina Corporation Commission, as in effect in other exchanges in the State of North Carolina.

DONE AND ORDERED by the North Carolina Corporation Commission in session at their office in the city of Raleigh, North Carolina, this 9th day of April, 1925.

W. T. LEE, *Chairman.*

Docket No. 6279.

IN RE MOTOR VEHICLE CARRIER SCHEDULES BETWEEN GREENSBORO AND CHARLOTTE, NORTH CAROLINA.

ORDER

The Corporation Commission having under consideration the motor vehicle carrier service, under Chapter 50, Public Laws of 1925, between Greensboro and Charlotte, set the same down for conference with the carriers at 11 o'clock a.m., Friday, April 3. It was found that several operators were operating on the same schedule, and it was proposed during the conference

that a committee representing each carrier withdraw from the conference and make schedules to be presented to the Commission for approval. This was done, and the representative carriers being unable to arrive at any agreement, the Commission continued the hearing until 11 o'clock a.m., April 8, in order that the Commission might have opportunity to work out an equitable spacing of service and allocate the service temporarily to the carriers desiring to operate between the cities in question.

The Commission being desirous of taking into consideration equipment on hand and the ability of the carriers to render the service and at the same time eliminate as little of the equipment now in operation as possible, it is necessary to establish a four-and-a-half hour schedule between the points in question, with cars leaving each point every thirty minutes between the hours of 8 o'clock a.m., and 7:30 o'clock p.m., both inclusive. It is probable that some of this service may be eliminated; but, until such time as future operation demonstrates that public convenience and necessity does not require it, the Commission will require the carriers to maintain the thirty minute schedule hereinafter allocated pending hearing and the Commissioner's action upon the several applications for license certificates; therefore, it is

ORDERED, That the several motor vehicle carriers hereinafter mentioned shall operate upon the schedules hereinafter prescribed and allocated to them as follows:

The Piedmont Stage Line shall leave Greensboro at 7:00 a.m., 10:30 a.m., 12:30 p.m., 2:30 p.m., 4:30 p.m., and 6:30 p.m.

The Piedmont Stage Line shall leave Charlotte for Greensboro at 8:30 a.m., 11:30 a.m., 12:30 p.m., 2:30 p.m., 6:30 p.m., and 7:00 p.m.

The Dixie Motor Coach Line shall leave Greensboro for Charlotte at 8:30 a.m., 11:30 a.m., 1:30 p.m., 3:30 p.m., and 7:30 p.m.

The Dixie Motor Coach Line shall leave Charlotte for Greensboro at 7:30 a.m., 10:30 a.m., 1:30 p.m., 4:30 p.m., and 7:30 p.m.

Kirk's Auto Bus Service shall leave Greensboro for Charlotte at 10:00 a.m., 11:00 a.m., 12:00 m., 2:00 p.m., 4:00 p.m., 5:00 p.m., and 6:00 p.m.

Kirk's Auto Bus Service shall leave Salisbury for Charlotte at 7:15 a.m., and 8:15 a.m.

Kirk's Auto Bus Service shall leave Charlotte for Greensboro at 8:00 a.m., 10:00 a.m., 12:00 m., 2:00 p.m., 4:00 p.m., 5:00 p.m., and 6:00 p.m.

Kirk's Auto Bus Service shall leave Salisbury for Greensboro at 7:00 a.m., and 8:00 a.m.

Charlotte-Concord Bus Line shall leave Greensboro for Charlotte at 1:00 p.m., 3:00 p.m. and 7:00 p.m.

Charlotte-Concord Bus Line shall leave Charlotte for Greensboro at 7:00 a.m., 9:00 a.m., and 11:00 a.m.

The Royal Blue Transportation Company shall leave Greensboro for Charlotte at 7:30 a.m., and 9:30 a.m.

The Royal Blue Transportation Company shall leave Charlotte for Greensboro at 3:30 p.m., and 5:30 p. m.

White Bus Line shall leave Greensboro for Charlotte at 5:30 p.m.

White Bus Line shall leave Charlotte for Greensboro at 9:30 a.m.

Blue Star Bus Line shall leave Greensboro for Charlotte at 8:00 a.m., and 9:00 a.m.

Blue Star Bus Line shall leave Charlotte for Greensboro at 1:00 p.m., and 3:00 p.m.

The above named motor vehicle carriers shall be governed by the time schedule (Exhibit B) which is attached hereto and which prescribes the

schedules of the several motor vehicle carriers to intermediate points between Greensboro and Charlotte; and it is further

ORDERED, That if for any reason any of the foregoing motor vehicle carriers shall fail to operate the service on any one or more of the schedules, herein allocated, for three consecutive days such carrier shall forfeit the temporary rights herein authorized. No motor vehicle carrier named herein shall transfer, sell, lease, or otherwise dispose of, to any other carrier or carriers, any of the schedules herein allocated to such motor vehicle carrier without first obtaining the permission of the Corporation Commission, and

That the several foregoing motor vehicle carriers shall in compliance with Chapter 50, Public Laws of 1925, and the Commission's order of March 14, 1925, post in each motor vehicle in operation and service between Greensboro and Charlotte, the card furnished by the Commission showing Temporary Permit Number, Motor Number, and Temporary Authorization of Operation of such motor vehicle pending final hearing and action by the Commission upon the several applications for license certificates; and

That such motor vehicles so designated for operation and service between Greensboro and Charlotte shall be operated only over State Highway route numbers ten and fifteen, except by and with the consent of the Corporation Commission.

This order shall be in force and effect from and after 12:01 o'clock a.m., April 15, 1925.

By order of the Commission:

This 11th day of April, 1925.

R. O. SELF,

Clerk.

IN RE PETITION OF THE SOUTHERN RAILWAY AND THE HIGH POINT, RANDLEMAN, ASHEBORO AND SOUTHERN RAILROAD COMPANY TO DISCONTINUE TRAINS NOS. 1 AND 2 AND 142 AND 143, BETWEEN HIGH POINT AND ASHEBORO.

ORDER

Hearing was had on the petition on March 19, 1925, and was attended by representatives from Asheboro and vicinity in opposition to the discontinuance, but there was no evidence offered which tended to show that the income from such service ever reimbursed the company for the expense thereof, to say the least of any profit from such operation; therefore, it is

ORDERED, That the Southern Railway Company and the High Point, Randleman, Asheboro and Southern Railroad Company be and they are hereby authorized to discontinue the operation of Trains Nos. 1 and 2 and 142 and 143, between High Point and Asheboro, and operate in lieu thereof daily mixed Trains Nos. 141 and 134.

This order is effective May 1, 1925.

By order of the Commission:

This 15th day of April, 1925.

Docket No. 6241.

R. O. SELF,

Clerk.

IN RE PETITION OF THE SOUTHERN RAILWAY COMPANY TO DISCONTINUE CERTAIN PASSENGER TRAIN SERVICE AND ADJUST SCHEDULES.

ORDER

The Southern Railway Company makes application as follows:

To discontinue passenger trains Numbers 14 and 15 between Goldsboro and Greensboro and passenger trains Numbers 3 and 4 between Greensboro and Winston-Salem; and

To make passenger trains Numbers 3 and 4 between Winston-Salem and North Wilkesboro mixed trains to handle important station to station freight and to do no switching with said trains; and

To change the schedule on passenger trains Numbers 16 and 11 between Mooresville and Taylorsville and make same mixed trains.

The Commission set same for hearing and notified the officials of the towns and cities which the proposed changes would affect. Hearing was held April 22, 1925, and there were no appearances in opposition to the proposed changes. Several letters and a petition were received protesting changing schedules between Winston-Salem and North Wilkesboro, but it is apparent that the petitioner needs some relief and if an adjustment of schedule and a combination of fast freight will suffice, it is thought the petitioner should be permitted to test it out; therefore, it is

ORDERED, That the petition be granted, and that the Southern Railway Company is hereby authorized to make the proposed changes on April 26, 1925.

By order of the Commission:

R. O. SELF,

This 22d day of April, 1925.

Clerk.

Docket No. 6275.

IN RE AGREEMENT BETWEEN THE MAYOR AND BOARD OF ALDERMEN OF THE TOWN OF KINGS MOUNTAIN AND THE PIEDMONT TELEPHONE AND TELEGRAPH CO. REGARDING INSTALLATION OF MODERN COMMON BATTERY SYSTEM IN LIEU OF MAGNETO SYSTEM.

ORDER

Representations having been made to the Corporation Commission by the Piedmont Telephone and Telegraph Company for an increase in telephone rates in the Town of Kings Mountain, the petitioner presents an agreement between the company and the Mayor and Board of Aldermen of the Town of Kings Mountain, in which the said Mayor and Board of Aldermen agree to certain increases in telephone rates upon the condition that the Piedmont Telephone and Telegraph Company install a modern common battery system in lieu of the present magneto system, said rates to be effective after the completion of the said common battery system; therefore, it is

ORDERED, That the Piedmont Telephone and Telegraph Company is hereby authorized to charge for monthly telephone service within the corporate limits of Kings Mountain, after the completion of the installation of a common battery telephone exchange system, not to exceed the following amounts for classes of service hereinafter specified:

	<i>Per Month</i>
Individual one-party line residence rate	\$2.50
Individual one-party line business rate	4.00
Duplex two-party line residence rate	2.00
Duplex two-party line business rate	3.50
Harmonic four on line residence rate	1.75
Harmonic four on line business rate	3.25

and the Piedmont Telephone and Telegraph Company shall notify the Commission when said system has been completed and the rates instituted.

By order of the Commission:

R. O. SELF,
Clerk.

This 24th day of April, 1925.

Docket No. 6276.

**IN RE PETITION OF NORFOLK & WESTERN RAILWAY COMPANY FOR
PERMISSION TO DISCONTINUE AGENCY AT DENNIS, FORSYTH
COUNTY.**

ORDER

Petitioner made application for authority to discontinue the agency at Dennis, Forsyth County, in September, 1924. Citizens affected desired a hearing, and the case was heard April 16, 1925.

The hearing developed the fact that the revenue at said agency has been decreasing at the rate of approximately fifty per cent per year since 1922, and often the monthly receipts from ticket sales do not pay the agent's salary; therefore, it is

ORDERED, That the Norfolk and Western Railway Company is hereby authorized to discontinue its agency at Dennis, Forsyth County, effective from and after the date of this order.

By order of the Commission:

R. O. SELF,
Clerk.

This 28th day of April, 1925.

Docket No. 6175.

**IN RE CHAPTER FIFTY, PUBLIC LAWS OF ONE THOUSAND NINE
HUNDRED TWENTY-FIVE, PROVIDING REGULATION OF MOTOR
VEHICLE CARRIERS, CHECKING BAGGAGE, ETC.**

ORDER

The Corporation Commission in its Order, March 14, 1925, promulgating rules and regulations under the above act provided, "That the amount of express or baggage that may be carried in a motor vehicle, with passengers, shall not be greater than can be safely and conveniently carried without causing discomfort to the passengers," and the Commission having under consideration this ruling and the law thereon, which requires the Commission to provide for the protection of "baggage which is checked," it is

ORDERED, That all motor vehicle carriers under the Act shall on or before June 1, 1925, provide duplicate baggage checks for the checking of baggage when demanded by a passenger, or passengers; provided that a carrier, his

agent or employee, may refuse to check baggage when such baggage is in such condition as to not properly protect the contents thereof; but, by and with the consent of the passenger tendering such baggage the carrier may accept such baggage and indicate on the baggage checks "In bad condition," in which case the carrier will assume no liability for damage to or loss of such baggage or part thereof due or traceable to the defective condition of such baggage; and

That each motor vehicle carrier under the Act shall file with the Commission acceptable Liability and Property Damage Insurance covering the baggage liability in a sum not less than fifty (\$50) dollars for any one piece of baggage; and

That this order shall be effective from and after May 20, 1925.

By order of the Commission:

This 8th day of May, 1925.

R. O. SELF,

Clerk.

**IN RE PETITION TIDE WATER POWER COMPANY FOR ADJUSTMENT
OF CITY AND SUBURBAN RAILWAY FARES IN AND NEAR WIL-
MINGTON.**

ORDER

The present fares under which the petitioner is now operating and the proposed fares are as follows:

Fares for Adults	Present Fares		Proposed Fares	
	One Way	Round Trip	One Way	Round Trip
Wilmington to Beach or Harbor Island.....	25c	45c	30c	50c
Wilmington to Wrightsville or Seagate.....	15c	25c	20c	30c
Wilmington (or Delgado or Oleander) to Winter Park.....	10c	15c	10c	20c
Delgado or Oleander to Beach or Harbor Island.....	20c	40c	25c	45c
Delgado or Oleander to Wrightsville or Seagate.....	10c	-----	15c	-----
Winter Park to Beach or Harbor Island.....	20c	40c	No Change	-----
Winter Park to Wrightsville or Seagate.....	10c	-----	No Change	-----
Seagate to Wrightsville.....	10c	-----	No Change	-----
Wrightsville or Seagate to Beach or Harbor Island.....	10c	-----	No Change	-----
Harbor Island to Beach and local fare on Beach.....	7c	-----	10c	-----
Wilmington within City Limits to Oleander (only).....	7c	-----	10c. 4 tickets or tokens 30c. Weekly pass \$1 25 See Note No. 1	-----

NOTE 1. The 10c city fare and weekly pass to be on a 6 months trial with the option on the part of Tide Water Power Company of withdrawing same and applying 8c cash fare—4 tickets or tokens on city lines.

NOTE 2. Also discontinue transfers to and from interurban lines.

FARES FOR CHILDREN

(Over 6 years and under 12 years) 5 years and over but under 12 years.

Fares for Children	Present Fares	Proposed Fares
Wilmington to Beach or Harbor Island.....	No one way Reduced fare 30c	No Change
Wilmington to Wrightsville or Seagate.....	No one way Reduced fare 20c	No Change
Commutation books sold at main office only on individual contracts (Not transferable and limited to 40 days from date of sale.)		Also sold at Transportation Office
26 round trips Wilmington and Wrightsville Beach.....	\$10.00 (i. e. 38.4c round trip)	No Change
26 round trips Wilmington and Wrightsville or Seagate.....	\$6.00 (i. e. 23c round trip)	No Change
26 round trips Wilmington and Winter Park.....	\$3.00 (i. e. 15c round trip)	No Change

Hearing was had on petition January 28, 1925, and both petitioner and respondent, the City of Wilmington, were represented by attorneys.

At the time the Commission fixed the present fares for petitioner, only a short time had transpired since the Commission had made an elaborate audit of the petitioner's books. The Commission at that time granted petitioner a seven cents (7c) maximum cash fare, but conditions developed shortly thereafter that made it necessary to raise the maximum single cash fare in other cities in the State to eight (8) cents.

The evidence shows that passengers carried and the gross receipts in 1920 compared with 1924, were as follows:

	Number Passengers Carried			Gross Railway Receipts		
	City	Suburban	Total	City	Suburban	Total
1920	4,779,581	1,570,494	6,350,075	\$256,315.36	\$139,414.04	\$395,729.40
1924	2,011,142	1,275,951	3,275,093	114,870.91	122,517.58	237,388.49

From the showing in the preceding paragraph, there should be no argument over the fact that the service needs relief, but the Commission has not yet reached the conclusion that a ten-cent street car fare will result in an increase of revenue.

There is some doubt as to whether or not this Commission has jurisdiction over suburban car fares; but, inasmuch as the proposed suburban rates are much less than the statutory maximum passenger rates for North Carolina, the said proposed suburban rates are deemed not excessive for such distances on lines largely dependent upon seasonal service as are these suburban lines; therefore, it is

ORDERED, That all of said petition recited above, except that part relating to "Wilmington within City limits to Oleander (only)," be granted and that the petitioner be, and is hereby, authorized to charge within the city limits of Wilmington and to Oleander (only), eight (8) cents for single cash fares and to sell four (4) tickets, or tokens, for thirty (30) cents, which tickets, or tokens, shall be sold by the conductors on cars carrying conductors and by motormen on cars carrying only motormen, and it is

FURTHER ORDERED, That the request of petitioner for permission to sell a weekly pass for \$1.25 on Saturdays and Sundays, good for the following week only, at such places and by such employees as the petitioner may designate, is hereby granted.

This order shall be effective ten days from date hereof.

By order of the Commission:

This 1th day of May, 1925.

Docket No. 6079.

R. O. SELF,
Clerk.

IN RE APPLICATION OF THE ROYAL BLUE TRANSPORTATION COMPANY, H. G. PUGH MOTOR COMPANY AND NOLES & COMPANY FOR LICENSE CERTIFICATES FOR OPERATION OF MOTOR VEHICLES UNDER CHAPTER 50, PUBLIC LAWS OF 1925.

ORDER

The Royal Blue Transportation Company, Incorporated, of Greensboro, N. C., makes application for a license certificate to operate motor vehicles between Greensboro and Winston-Salem; between Greensboro and Asheboro; and between Greensboro and Danville, Virginia.

Noles & Company makes application for the operation of motor vehicles between Greensboro and Reidsville.

The H. G. Pugh Motor Company makes application to operate between Asheboro and Greensboro, and between Greensboro—via Asheboro and Aberdeen—and Fayetteville.

As required by law, the applicants named above were notified date of hearing and caused notices to be published in the press in the localities where the operations are proposed. Hearing was held on May twentieth at 10 o'clock a.m., in the office of the Commission in Raleigh; therefore, it is

ORDERED, That license certificates be issued to all of the above applicants for the operation of motor vehicle passenger service, as follows:

That the Royal Blue Transportation Company, Inc., is hereby granted a certificate for operation between Greensboro and Winston-Salem, leaving Greensboro on an hourly schedule, leaving Greensboro on the half hour beginning at 7:30 a.m.; and an hourly schedule between Winston-Salem and Greensboro, leaving Winston-Salem on the half hour between 7:30 a.m. and 7:30 p.m. This service is via Kernersville with detour privileges when the Kernersville route is not passable on account of road construction.

That the Royal Blue Transportation Company, Inc., is hereby granted a license certificate for the operation of motor vehicles between Greensboro and Danville, Va., as per schedule approved and on file with the Commission to leave Greensboro at 8:30 a.m., 11:00 a.m., 2:00 p.m. and 5:00 p.m., and returning leaving Danville at 8:00 a.m., 11:00 a.m., 2:00 p.m. and 4:30 p.m.

That the Royal Blue Transportation Company, Inc., be granted a license certificate for the operation of motor vehicles between Greensboro and Asheboro, leaving Greensboro at 8:30 a.m. and 4:30 p.m., and to leave Asheboro at 8:30 a.m. and 4:30 p.m.

That Noles & Company be granted a license certificate for the operation of motor vehicles between Greensboro and Reidsville, leaving Greensboro at 9:45 a.m., 12:30 p.m., 4:00 p.m., 5:45 p.m. and 7:30 p.m., leaving Reidsville at 8:15 a.m., 11:15 a.m., 2:00 p.m., 4:15 p.m. and 6:15 p.m.

That H. G. Pugh Motor Company be granted a license certificate for the operation of motor vehicle service between Greensboro, via Asheboro and Aberdeen, to Fayetteville and return, leaving Greensboro at 7:45 a.m. for Fayetteville and 1:30 p.m. for Aberdeen, and leaving Aberdeen at 7:45 a.m. for Greensboro and leaving Fayetteville at 1:30 p.m. for Greensboro. The said H. G. Pugh Motor Company is hereby authorized to file for approval such additional service as it may desire to operate between Asheboro and Aberdeen.

And that the petitioners shall in all respects conform to the schedule above named as to the time for leaving the several towns named herein, and shall diligently conform to the schedules on file as to intervening points between the termini.

This order shall be effective from and after June 1, 1925.

By order of the Commission:

This 26th day of May, 1925.

R. O. SELF,

Clerk.

IN RE ESTABLISHMENT OF UNION STATIONS FOR USE OF MOTOR VEHICLE CARRIERS UNDER PROVISIONS CHAPTER 50, PUBLIC LAWS 1925.

ORDER

Whereas, Chapter 50, Public Laws 1925, Section 4, provides that the Corporation Commission shall have, and is vested with power and authority, "to supervise and regulate motor vehicle carriers in all other matters affecting the relationship between such carriers and the traveling and shipping public"; and,

Whereas, the maintenance of separate motor-vehicle passenger stations in the several cities and towns is expensive to the carriers and misleading and bewildering to the traveling public, it has been determined by the Commission that the convenience of carriers in serving the public and the more efficient transportation of passengers by motor vehicle carriers generally, require the establishment of union stations in certain cities and towns for use by all carriers to, from, and through such cities and towns.

Now, THEREFORE, IT IS ORDERED:

First. That on or before August 1, 1925, the motor vehicle carriers operating to, from or through each of the cities of Asheville, Charlotte, Durham, Fayetteville, Goldsboro, Greensboro, High Point, Lexington, Raleigh, Salisbury, Statesville, and Winston-Salem shall establish in each of such cities a union station, so centrally located as may best serve the public, and of such size and capacity as the number of carriers and passengers using said station shall justify.

Second. That, to the end that the locations of such stations and the expenses of operation may be determined and agreed upon, the motor vehicle carriers operating to, from, or through each of the cities hereinbefore named, shall meet on or before the first day of July, 1925, and select and obtain a location for said union stations; and shall employ a manager for each union station, who shall not be financially interested in either of the carriers concerned; fix his compensation; and prorate the expenses of maintaining the union station upon an equitable basis; and, failing to agree, the basis shall be upon the number of motor vehicles of each carrier using the station.

The agreement shall be in writing, signed by all the contracting parties, or their accredited representatives at such meeting, and shall contain the estimated monthly cost of maintenance and the estimated amount that each carrier shall pay monthly. The Commission and each carrier shall be fur-

nished a copy of the agreement. If, for any reason, the carriers in any city shall fail to agree upon a location of a union station, then the station used by a majority of the carriers on July 1, 1925, shall be the location of the union station for that city until such time as the carriers shall agree upon and obtain another location.

Third. That on and after the first day of August, 1925, the union station so located shall be the sole place of call and departure of all motor vehicle carriers operating to, from, or through such city; and such motor-vehicle carriers shall depart from such union stations on schedule time and travel over the most direct route permitted by the city authorities, and shall pick up and discharge passengers only at such other places, on such route, within such cities, as may be designated by the city authorities.

Fourth. That on and after the first day of August, 1925, the carriers, through the manager of each union station, shall cause to be displayed, with equal prominence, the schedule of each carrier using said union station, and shall call or cause to be called the departure of each carrier. Said manager shall be given exclusive charge of the selling of tickets and the checking and loading of baggage of passengers, and no obstruction shall be permitted which shall prevent the orderly and convenient loading and discharging of passengers at such union stations, giving reasonable priority loading rights in time for schedule departures.

Fifth. The carriers shall cause to be provided in each union station facilities for the comfort of passengers as may be necessary. The carriers shall make it the duty of the station manager to see that all facilities are kept sanitary and in proper condition.

Sixth. The carriers shall cause a sign of sufficient size and prominence to be displayed at each union station on which shall appear: "Union Bus Station."

Seventh. That this order is issued as a supplemental order to the order of this Commission dated March 14, 1925, entitled, "In Re Chapter 50, Public Laws of 1925, Providing for the Regulation of Motor Vehicle Carriers," and is hereby made a part of said order.

By order of the Commission:
This 12th day of June, 1925.

R. O. SELF,
Clerk.

NOTE. The Commission is not at this time requiring union stations in all the towns and cities, because experience in operation has not demonstrated the necessity therefor; but, until further order, the plan hereinbefore set forth is recommended as a solution of such problems whenever the carriers find it necessary to maintain stations in any cities or towns not named in this order.

IN RE MATTER OF ADJUSTING MOTOR VEHICLE CARRIER SCHEDULES OF RED TOP CAB COMPANY, INCORPORATED, INDEPENDENT TOURING CAR LINE, INCORPORATED, AND INDEPENDENT HIGHWAY SERVICE COMPANY, INCORPORATED.

ORDER

Upon request of the Commission, representatives of the Red Top Cab Company, of Asheville, and the Independent Touring Car Line, Incorporated, of Asheville, attended a conference in the office of the Commission on June 15, 1925, and agreed upon Motor Vehicle Carrier schedules and fares applicable to their respective lines operating between Asheville and Hendersonville and between Asheville, N. C., and Greenville, S. C.

The Red Top Cab Company, of Asheville, agreed to certain through schedules, hereinafter set forth, between Asheville and Greenville, S. C. The Independent Touring Car Line, Inc., of Asheville, agreed to certain schedules, hereinafter set forth, between Asheville and Hendersonville and due to the fact that the Independent Highway Service Company, Incorporated, of Hendersonville, N. C., operating between Hendersonville, N. C., and Greenville, S. C., has for a considerable time connected with the Independent Touring Car Line, Incorporated, of Asheville and Hendersonville. Mr. Corpening, representing the Independent Touring Car Line, Incorporated, talked to Mr. Shipman, representing the Independent Highway Service Company, Incorporated, by telephone; the latter agreeing to the schedules and fares proposed and herein allocated as follows:

INDEPENDENT TOURING CAR LINE, INC.

Asheville, N. C.

SCHEDULES	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
Leave Asheville-----	7:00	8:00	8:30	9:00	9:30	10:30	11:00	11:30	12:30
Arrive Hendersonville	8:00	9:00	9:30	10:00	10:30	11:30	12:00	12:30	1:30

	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Leave Asheville-----	1:00	1:30	2:30	3:00	3:30	4:30	5:00	5:30
Arrive Hendersonville	2:00	2:30	3:30	4:00	4:30	5:30	6:00	6:30

	P.M.	P.M.
Leave Asheville-----	6:30	7:00
Arrive Hendersonville	7:30	8:00

	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.
Leave Hendersonville	7:00	8:00	8:30	9:00	10:00	10:30	11:00	11:30
Arrive Asheville-----	8:00	9:00	9:30	10:00	11:00	11:30	12:00	12:30

	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Leave Hendersonville	1:00	1:30	2:30	3:00	3:30	4:30	5:00	5:30
Arrive Asheville-----	2:00	2:30	3:30	4:00	4:30	5:30	6:00	6:30

	P.M.
Leave Hendersonville	7:00
Arrive Asheville-----	8:00

RED TOP CAB COMPANY, INC.

Asheville, N. C.

SCHEDULES	A.M.	A.M.	M.	P.M.	P.M.	P.M.
Leave Asheville-----	7:30	10:00	12:00	2:00	4:00	6:00
Leave Hendersonville	8:30	11:00	1:00	3:00	5:00	7:00
Leave Tuxedo-----	8:45	11:15	1:15	3:15	5:15	7:15
Arrive Greenville, S. C.	10:30	1:00	3:00	5:00	7:00	9:00

	A.M.	A.M.	M.	P.M.	P.M.	P.M.
Leave Greenville, S. C.	7:30	10:00	12:00	2:00	4:00	6:00
Leave Tuxedo-----	9:15	11:45	1:45	3:45	5:45	7:45
Leave Hendersonville	9:30	12:00	2:00	4:00	6:00	8:00
Arrive Asheville-----	10:30	1:00	3:00	5:00	7:00	9:00

SCHEDULES	A.M.	A.M.	M.	P.M.	P.M.	P.M.
Leave Hendersonville	9:00	10:00	12:00	2:00	4:00	6:00
Leave Tuxedo-----	9:15	10:15	12:15	2:15	4:15	6:15
Arrive Greenville, S. C.	11:00	12:00	2:00	4:00	6:00	8:00

	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
Leave Greenville-----	8:00	9:00	11:00	1:00	3:00	5:00
Leave Tuxedo-----	9:45	10:45	12:45	2:45	4:45	6:45
Arrive Hendersonville	10:00	11:00	1:00	3:00	5:00	7:00

LOCAL PASSENGER TARIFF

Applicable to Red Top Cab Company, Incorporated, Independent Touring Car Line, Incorporated, and Independent Highway Service Company, Incorporated.

One Way Rates in Cents Per Adult Passenger

Miles	Between	Asheville	Skyland	Fletcher	Maples	Hendersonville	Tuxedo	State Line	Chestnut Springs	Travelers Rest	Greenville
0	Asheville-----	35	40	50	75	125	150	175	250	300	
8	Skyland-----	35	25	25	50	100	125	150	225	275	
3	Fletcher-----	40	25	25	40	90	115	135	215	265	
3	Naples-----	50	25	25	25	75	100	125	200	250	
7	Hendersonville-----	75	50	40	25	50	75	100	175	225	
7	Tuxedo-----	125	100	90	75	50	25	50	125	175	
	State Line-----	150	125	115	100	75	25	25	100	150	
7	Chestnut Springs-----	175	150	135	125	100	50	25	75	125	
19	Travelers Rest-----	250	225	215	200	175	125	100	75	50	50
10	Greenville, S. C.-----	300	275	265	250	225	175	150	125	50	

The minimum fare shall be twenty-five cents per adult passenger. Children over five years of age and under twelve years of age, when accompanied by adult passenger, one half the regular fare shall be charged.

The Commission having under consideration the schedules and fares as agreed upon has caused to be issued to the motor vehicle carriers named herein license certificates authorizing operation between Asheville and Hendersonville; and between Asheville and State Line at Chestnut Springs; and

between Hendersonville and State Line at Chestnut Springs, and with such other limitations as appear on said license certificates; therefore it is

ORDERED, That the aforementioned schedules and fares stand approved and adopted, and that no other schedule or alterations of these schedules shall be operated on or after the effective date of this order, except by and with the consent of the Commission.

The above schedules and fares shall be effective on and after June 20, 1925.

By order of the Commission:

This 16th day of June, 1925.

R. O. SELF,

Clerk.

IN RE MOTOR VEHICLE SERVICE BETWEEN CHARLOTTE, N. C., AND
GREENSBORO, N. C.

ORDER

Under the Commission's Order of March 14, 1925, six applications were filed for service on the line between Charlotte, N. C., and Greensboro, N. C., namely:

Kirk's Auto Bus Service.
Piedmont Stage Line, Inc.
Charlotte-Concord Bus Line.
Dixie Motor Coach Line, Inc.
Blue Star Bus Line.
The Royal Blue Transportation Co., Inc.

The Commission called the carriers to a conference on April 3, 1925, for the purpose of separating the operation of the equipment on time schedules primarily to prevent racing and controversy between the drivers. All the applicants were represented in person, and by attorney, and in addition a representative of the White Bus Line, formerly operating between Kannapolis and Concord, requesting recognition in the allocation of schedules.

These carriers have been operating with keen competition and little was known as to the financial results of their operation, therefore, without attempting to ascertain the adequacy of the service the Commission made twenty-six temporary daily schedules, thirty minutes apart, allocated as follows:

Kirk's Auto Bus Service, eight round trips
Piedmont Stage Line, Inc., seven round trips
Charlotte-Concord Bus Line, three round trips
Dixie Motor Coach, Inc., four round trips
White Bus Line, one round trip
Blue Star Bus Line, two round trips
Royal Blue Transportation Co., Inc., two round trips

There appears to be an excess of equipment upon the line, some of which is inadequate because of size and some because of age, and for that reason it was doubtful whether this undersized and old equipment could ever be profitably operated, but to eliminate would probably deprive some of the owners of their only visible means of making a living. It certainly could not have

been eliminated heretofore without depriving the owner of his only hope of meeting competition. It was admitted in the evidence that some of these carriers have borrowed vehicles from other carriers in other parts of the State for the sole purpose of making competition on the line more acute.

Kirk's Auto Bus Service is said to have been the original operator between Salisbury and Kannapolis.

Charlotte-Concord Bus Line is said to have been the original operator between Concord and Charlotte.

Blue Star Bus Line is said to have been the original operator between High Point and Thomasville and perhaps Lexington.

The Royal Blue Transportation Company, Inc., is said to have been the original operator between Greensboro and High Point.

The Piedmont Stage Line, Inc., was originally intended to be a combination of pooled equipment of the original carriers on this line, and in addition thereto four busses of the United Stage Lines, Inc., but it appears that only Kirk's Auto Bus Service, the Charlotte-Concord Bus Line, and the United Stage Lines, Inc., actually became parties to its operation. No stock had been issued at the time of conference, referred to herein, and at that time the Company itself had no title to the equipment accredited to it. This has been since confirmed by the United Stage Lines, Inc., withdrawing its four busses and there is some evidence which would indicate the equipment accredited to the Piedmont Stage Line, Inc., was, at least for awhile, operated on the account of the owners having title to the equipment and not on the account of the Piedmont Stage Line, Inc.

The White Bus Line had been operating service between Kannapolis and Concord at such hours as the travel appeared to be profitable between these two towns, and at a time when competition was probably stronger than since the allocation of the temporary schedules.

The above may not recite accurately the original operation of all the original operators, but is sufficiently full for purposes of this order.

At the time the present temporary schedules were made no one knew the extent of the public demand for this service, therefore, in order to determine what service the traffic would justify a traffic test was made which shows the following:

CARRIER

- (1) Kirk's Auto Bus Service
- (2) Piedmont Stage Line, Inc.
- (3) Dixie Motor Coach Line, Inc.
- (4) Charlotte-Concord Bus Line
- (5) Blue Star Bus Line
- (6) The Royal Blue Transportation Co., Inc.
- (7) White Bus Line

No. Trips Operated	Miles Operated	Passengers Carried	Revenue Received	Approximate Cost of Operation	Profit	Loss
(1) 121	11,476	2,006	\$ 1,601.30	\$ 2,065.68	-----	\$ 464.38
(2) 56	5,700	1,260	1,077.52	1,026.00	\$ 51.52	-----
(3) 56	5,600	914	864.05	1,008.00	-----	143.95
(4) 38	3,800	618	513.05	684.00	-----	170.95
(5) 28	2,800	505	415.75	504.00	-----	88.25
(6) 28	2,800	404	328.99	504.00	-----	175.01
(7) 14	1,400	212	170.35	252.00	-----	81.65
341	33,576	5,919	\$ 4,971.01	\$ 6,043.68	\$ 51.52	\$ 1,124.19

The amounts shown in the approximate cost of operation column is based on an estimated cost of 18 cents per mile. It has been estimated that the several makes of cars can be operated at a cost of from 15 to 21 cents per mile, therefore the 18 cents is an average and arrived at as follows:

Per Mile in Cents	Cost
Driver	2.5
Depreciation and Interest.....	8.
Gasoline	2.5
Taxes .....	.7
Oil .....	.5
Miscellaneous	1.
Station and office expense.....	2.8
 Total cost per mile.....	 18.0

It will be noted that the Piedmont Stage Line is shown as having made only fifty-six trips. This had to be shown as only fifty-six trips on account of this carrier not having trip reports for every trip. There was no other record from which information of this kind could be secured.

Even at the cost of operation per mile of the estimated minimum, the total earnings for all lines for the period of the survey would be only \$934.61.

The above statement indicates that under the present arrangement too many miles are operated per carrier for the revenue received and that the present service exceeds the present public convenience and necessity and that the service should be reduced. Taking such action has been deferred from time to time because of reported negotiation between some of the carriers which was said to be with a view to consolidation.

Findings

1. That with the information now before the Commission, the service now being rendered exceeds the public convenience and necessity.
2. That the service now being rendered upon the temporary schedule should be reduced.

3. That the original operators, namely:

Kirk's Auto Bus Service
Charlotte-Concord Bus Line
The Royal Blue Transportation Company, Inc.
Blue Star Bus Line

were giving, or able to give, ample service required to meet the public convenience and necessity before the advent of the Piedmont Stage Line, Inc., and the Dixie Motor Coach Line, Inc.

4. That with the information now before the Commission the service inaugurated by the Piedmont Stage Line, Inc., and Dixie Motor Coach Line, Inc., constitutes needless competition and is in excess of the public convenience and necessity.

5. That the White Bus Line was given a schedule on this line in lieu of the service it had been maintaining between Concord and Kannapolis of which it has not been wholly deprived. It appears that the through schedule so allocated is not profitable and with the information before the Commission is needless competition.

THEREFORE IT IS ORDERED:

1. That the Piedmont Stage Line, Inc., the Dixie Motor Coach Line, Inc., and the White Bus Line, be and are hereby required to show to the satisfaction of the Commission public convenience and necessity for the service each is now operating on this line at ten o'clock a.m., August 1, 1925, in the office of the Commission in Raleigh, or cease to operate on that date on this line between Greensboro and Charlotte, or between these termini and intermediate points.

2. That when Kirk's Auto Bus Service, the Charlotte-Concord Bus Line, the Royal Blue Transportation Company, Inc., and Blue Star Bus Line present on or before August 1, 1925, satisfactory title certificates evidencing ownership of sufficient equipment to satisfactorily operate service on this line in the interest of public convenience and necessity, their license certificates will be issued August 1, 1925.

3. That new schedules authorizing reduced service, subject to such future adjustment as may be found necessary, will be promulgated August 2, 1925, and allocated to such carriers on the line as hold license certificates.

This order shall be effective from and after June 30, 1925.

By order of the Commission:

R. O. SELF,
Clerk.

This 30th day of June, 1925.

NORTH CAROLINA CORPORATION COMMISSION v. ATLANTIC COAST LINE RAILROAD COMPANY, ATLANTIC AND YADKIN RAILWAY COMPANY, CAROLINA AND NORTHWESTERN RAILWAY COMPANY, CLINCHFIELD RAILROAD, NORFOLK AND WESTERN RAILWAY COMPANY, NORFOLK SOUTHERN RAILROAD COMPANY, SEABOARD AIR LINE RAILWAY COMPANY, SOUTHERN RAILWAY COMPANY, WINSTON-SALEM SOUTHBOUND RAILWAY COMPANY.

ORDER

Referring to Order of the Commission, dated September 26, 1914, "In the Matter of Local and Joint Haul Intrastate Rates over Short Railroad Lines

and Joint Hauls between Long and Short Railroad Lines in North Carolina," the substance of which fixed a basis for joint rates between long lines on the one hand, and short lines on the other, the last paragraph reading:

IT IS ALSO ORDERED, That until further order of the Commission, the rates on joint hauls, between lines more than seventy-five miles in length and the said short lines shall be the new local rates of the long line or lines as fixed by the Special Rate Commission, to or from the junction point with the short line, less twenty-five per cent plus the rate of the short line as fixed above for the distance over it.

IT IS ORDERED, That effective August 1, 1925, the following be added to the last paragraph of the above Order:

In no instance, however, shall the rates so made for hauls over two or more lines over seventy-five miles in length and a line less than seventy-five miles in length exceed the full combination of the joint haul rates to or from the junction with the short line plus the rates of the short line.

By order of the Commission:
This 7th day of July, 1925.

R. O. SELF,
Clerk.

CITY OF GOLDSBORO AND GOLDSBORO CHAMBER OF COMMERCE v.
GOLDSBORO GAS COMPANY, GOLDSBORO, N. C.

ORDER

This case coming on to be heard on the motion of the petitioners in the above case, asking for a descriptive inventory of respondent's properties and the purchase price thereof, and the Commission having heard argument by the attorneys for both parties at interest; it is

ORDERED, That the respondent give the petitioners a statement of the assets and liabilities of the New Bern plant, similar to the one furnished for Goldsboro; that a similar statement of the assets and liabilities be furnished for both New Bern and Goldsboro Gas Companies as of the date of purchase of stock by the present owners; and that the respondent give the petitioners access to their books from January 1, 1919, to date.

This is an agreed order.

By order of the Commission:
This 4th day of August, 1925.
Docket No. 6264.

R. O. SELF,
Clerk.

IN THE MATTER OF THE PETITION OF THE ROANOKE RAPIDS POWER COMPANY FOR INCREASE IN RATES IN THE TOWNS OF HALIFAX, ROANOKE RAPIDS AND VICINITY.

ORDER

This matter coming on to be heard upon the motion of the respondent for an order, requiring the petitioner to furnish it with certain information relative to the property of the petitioner, the matter was heard August

fourth, in the office of the Commission in Raleigh, and the petitioner and respondents were heard on said motion; and, after hearing same, the Commission

ORDERS, That the petitioner make all its books and records available to auditors and appraisers of respondents immediately; and that the petitioner furnish the respondents such inventory and description of its property, on or before August 11, 1925, as will enable the auditors and appraisers of respondents to locate and value same; and that answer be filed not later than September 15, 1925.

Hearing on this petition, assigned for August 31, 1925, is continued to September 29, 1925.

This order is entered by agreement.

By order of the Commission:

This 4th day of August, 1925.

Docket No. 6298.

R. O. SELF,
Clerk.

IN THE MATTER OF THE PETITION OF THE ROANOKE RAPIDS POWER COMPANY, FOR INCREASE IN RATES IN THE TOWNS OF ROANOKE RAPIDS AND WELDON, NORTH CAROLINA, AND VICINITY.

ORDER

This matter came this day to be heard upon the petition filed by the Roanoke Rapids Power Company before the State Corporation Commission of North Carolina, on May 30, 1925, and on the answer filed by the Town of Weldon, on the 17th day of June, 1925, and came also said Roanoke Rapids Power Company, by counsel, and the towns of Roanoke Rapids and Weldon North Carolina, by counsel, and came also the Roanoke Mills Company, Rosemary Manufacturing Company, Halifax Paper Corporation, and Patterson Mills Company, Incorporated, by their respective counsel, and was argued by counsel.

And it appearing to the Commission that the Roanoke Rapids Power Company is a public service corporation duly chartered and organized under the laws of the State of North Carolina and that said company has been furnishing electric current for electric light and power purposes in the Town of Roanoke Rapids, and vicinity, at certain rates specified in the franchise granted by the Town of Roanoke Rapids to the said Roanoke Rapids Power Company, dated November 18, 1913, at the rate of 10 cents per K.W.H. less 25 per cent discount for prompt payment.

And it further appearing to the Commission that the above mentioned franchise has been amended by the Board of Commissioners of the Town of Roanoke Rapids and that the same has been accepted by the Roanoke Rapids Power Company, so as to place the regulation of rates for electric current furnished by said petitioner in the Town of Roanoke Rapids under the jurisdiction and control of the State Corporation Commission of North Carolina, without limitation or restriction in said franchise, a copy of which amendment, dated August 18, 1925, has this day been filed before the Commission.

And it further appearing to the Commission that the entire property and business of the Roanoke River Development Company, as a going concern in the Town of Weldon and vicinity, has been leased by said Roanoke River Development Company to the Roanoke Rapids Power Company, for a term of five years, under a certain lease dated May 1, 1924, a copy of which lease has this day been filed before the Commission in this proceeding, and that since the date of said lease said properties have been and are now being operated by the Roanoke Rapids Power Company as a part of its light and power system.

And it further appearing to the Commission that said Roanoke Rapids Power Company, as lessee of the properties of the Roanoke River Development Company, has, since May 1, 1924, been furnishing electric current for light and power purposes in the town of Weldon and vicinity, under rates specified in the franchise granted by the town of Weldon to the Roanoke River Development Company, dated November 3, 1913, and amendments, at the rate of 10 cents per K.W.H. less 20 per cent discount for prompt payment.

And it also appearing to the Commission that the last above mentioned franchise has been amended by the Board of Commissioners of the Town of Weldon, N. C., and that the same has been accepted by the Roanoke River Development Company, so as to place the regulation of rates for electric current furnished in the Town of Weldon under the jurisdiction and control of the State Corporation Commission of North Carolina, without limitation or restriction in said franchise, a copy of which amendment, dated September 12, 1925, has this day been filed before this Commission.

And it further appearing to the Commission that the Roanoke Rapids Power Company has been furnishing electric current for light and power purposes to the following corporations, in the county of Halifax, North Carolina, near the Town of Roanoke Rapids, under special contracts, copies of which have this day been filed before this Commission in this proceeding, at the rates below stated, to wit:

Roanoke Mills Company, under contract dated January 1, 1923, at the rate of 1 cent per K. W. H.

Rosemary Manufacturing Company, under letter agreement, dated January 17, 1924, at the rate of 1 cent per K. W. H.

Patterson Mills Company, Incorporated, under contract dated November 1, 1922, at the rate of .0115 per K. W. H.

Halifax Paper Corporation, under contract dated May 1, 1924, at the rate of .015 per K. W. H.

And it further appearing to the Commission that the Roanoke Rapids Power Company, as lessee of the properties of the Roanoke River Development Company, has been furnishing and is now furnishing the Town of Weldon certain electric power for city water pumping at the rate of 1 cent per K.W.H., under contract dated November 3, 1913, which contract limits the amount of power so to be furnished to 80 kilowatts.

And it further appearing to the Commission that the Roanoke Rapids Power Company on July 25, 1924, filed before this Commission a schedule of rates—a copy of which has also been filed with and as a part of the petition in this case, which rates have been applied to certain customers outside the towns of Roanoke Rapids and Weldon.

And it further appearing to this Commission that certain rate schedules, entitled,

Rate Schedules, Roanoke Rapids Power Company filed September 29, 1925, Effective November 1, 1925. NOTE. These are the Virginia Railway and Power Company rates now in effect in Virginia

have been proposed by the petitioner to be made effective in the North Carolina territory of petitioner.

And it appearing to the Commission that the new rates should not become effective until a high tension transmission line now under construction by the Roanoke Rapids Power Company and the Virginia Railway and Power Company, connecting the light and power system of the Roanoke Rapids Power Company at Roanoke Rapids, North Carolina, with the light and power system of the Virginia Railway and Power Company at Suffolk, Virginia, has been completed and put into operation, which it is expected shall be done on or before November 1, 1925.

And this Commission having heard the evidence submitted by the parties in this proceeding, bearing upon the reasonableness of the rates heretofore charged by the Roanoke Rapids Power Company and the Roanoke River Development Company, and as to the reasonableness of the rates proposed, as above described.

And the Commission being of the opinion that the rates heretofore in effect are unreasonably low and inadequate, and are not sufficient to yield a just and reasonable return upon the fair value of the property used and employed in the generation, sale and distribution of electricity in the Towns of Roanoke Rapids, and Weldon, North Carolina, and adjacent territory.

And the Commission being further of opinion that while the rates proposed may not yield a just and reasonable return on the fair value of the property, yet the same will not be excessive and will in any event be fair and reasonable to the customers, and that it is in the public interest that the rates proposed should be made effective:

(1) IT IS ORDERED that, except as hereinafter provided, the rate schedules, rules and regulations this day filed before this Commission, be, and the same are hereby authorized and approved by this Commission, and the said rates shall be applied in the calculation of all bills for current, based on meter readings taken on or after November 20, 1925, supplied by the Roanoke Rapids Power Company and the Roanoke River Development Company, their successors and assigns, in the State of North Carolina.

(2) IT IS FURTHER ORDERED that, in the event the completion by the transmission line, above mentioned, now under construction between Roanoke Rapids, North Carolina, and Suffolk, Virginia, be delayed for any cause beyond November 1, 1925, the date on which the said new rates shall become effective shall be advanced accordingly—it being the purpose of the Commission in this order to make said new rates effective from November 1, 1925, the date on which it is expected that said transmission line will have been completed and placed in operation.

(3) IT IS FURTHER ORDERED that, except as hereinafter provided all rates heretofore charged by the Roanoke Rapids Power Company and the Roanoke River Development Company for electric current supplied in the Towns of Roanoke Rapids and Weldon and vicinity, under franchise agreements,

private contracts or otherwise, be and the same are hereby set aside and annulled as of the date on which the new rates, as above set forth, shall become effective.

(4) IT IS FURTHER ORDERED that the Roanoke Rapids Power Company be, and the same is hereby authorized, to continue the supply of electric current to the Towns of Roanoke Rapids and Weldon, for street lighting, at the rates specified in the existing franchises, and also the supply of electric current for water pumping for the Town of Weldon under the terms of, and at the rates specified in, the contract between the Roanoke River Development Company and the Town of Weldon, date November 3, 1913, it appearing that the petitioner is not rendering any similar service to any other person, firm or corporation.

By order of the Commission:

This 29th day of September, 1925.

Docket No. 6298.

R. O. SELF,
Clerk.

IN RE PETITION ROANOKE RAPIDS POWER COMPANY

ORDER SUPPLEMENTAL TO ORDER OF SEPTEMBER 29, 1925

This day came the Virginia Electric and Power Company, a public service corporation, duly chartered under the laws of the State of Virginia, and licensed to do business in the State of North Carolina, by counsel, and filed with this Commission its rate schedule, entitled "Rate Schedules, Virginia Electric and Power Company, successor to the Roanoke Rapids Power Company, filed November 27, 1925, effective January 1, 1926."

And the said Virginia Electric and Power Company represented to this Commission that all of the properties of the Roanoke Rapids Power Company and the Roanoke River Development Company, North Carolina corporations, have been acquired by said Virginia Electric and Power Company, on October 26, 1925, under and by virtue of a deed dated October 26, 1925, from the Roanoke Rapids Power Co. to the Spottsylvania Power Company, a Virginia Corporation and by deed dated October 26, 1925, from Roanoke River Development Company to the Spottsylvania Power Company, and by virtue of an agreement of merger and consolidation between the Spottsylvania Power Company and the Virginia Railway and Power Company, dated October 10, 1925, which became effective October 27, 1925, under which said agreement the Spottsylvania Power Company was merged into the Virginia Railway and Power Company, and the name of the merged corporation was changed to Virginia Electric and Power Company.

And it appearing that this Commission by its order entered on September 29, 1925, fixed and established Rates, Terms and Conditions of service for the Roanoke Rapids Power Company and the Roanoke River Development Company in the towns of Roanoke Rapids, North Carolina, and vicinity and Weldon, North Carolina, and vicinity, which said rates became effective on or about November 1, 1925.

And it appearing to this Commission that it was provided in said order dated September 29, 1925, that the rates therein approved should be binding on any successor company.

IT IS ORDERED that, except as herein otherwise provided, until January 1, 1926, the Rates, Terms and Conditions of service fixed and established by the order of this Commission, dated September 29, 1925, in the petition of the Roanoke Rapids Power Company, shall be the Rates, Terms and Conditions of service, applicable to all electrical energy supplied by the Virginia Electric and Power Company, in the State of North Carolina.

IT IS FURTHER ORDERED that, except as herein otherwise provided, the revised rate schedules this day filed before this Commission by the Virginia Electric and Power Company shall be, and the same are hereby fixed and established as to the Rates, Terms and Conditions of service applicable to all electrical energy supplied by said Virginia Electric and Power Company in the State of North Carolina, and the same shall be and become effective on and after January 1, 1926.

Provided, however, the Rates, Terms and Conditions of service prescribed in the franchises granted by the Towns of Halifax and Jackson, North Carolina, to the Roanoke Rapids Power Company, for the supply of electrical energy in said towns, shall, subject to the further order of this Commission, be the Rates, Terms and Conditions of service of said Virginia Electric and Power Company in said towns and vicinities.

Provided Further, in cases of line extensions to outlying territories, where the conditions are such that the company cannot earn a fair return on the cost of such extensions at the above rates, the company, in its discretion, may extend its lines to supply service to such territories on condition that the customers served therein shall pay rates, in excess of the rates herein fixed and established, sufficient to yield a fair return on the fair value of said extensions, which said higher rates shall be agreed upon with the customers affected, and copies of any such agreements shall be filed with this Commission.

By order of the Commission:
This 8th day of December, 1925.
Docket No. 6369.

R. O. SELF,
Clerk.

IN RE RANDOLPH TELEPHONE COMPANY PETITION FOR INCREASE
OF TELEPHONE RATES IN THE TOWN OF RAMSEUR.

ORDER

The petition of Randolph Telephone Company having been filed before the Corporation Commission, asking for authority to increase rates for telephones in the Town of Ramseur, and an answer to the petition having been filed by the Town of Ramseur, through its Mayor and Board of Commissioners, and a hearing having been had on the twenty-seventh day of May, 1925, and it appearing to the Commission from the evidence introduced by the petitioner and the respondent at said hearing that the petitioner, Randolph Telephone Company, is entitled to authority of the Commission to increase its rates in conformity with the request contained in Paragraph 5 of the petition and Paragraph 6 of the amended petition, it is

ORDERED, That Randolph Telephone Company be and it is hereby authorized and empowered to increase its rates for telephones, effective September 1, 1925, in conformity with the following table of rates:

Business telephones per month	\$3.00
Resident telephones, single phones, per month	2.00
Resident phones, party lines, two phones or more per month, each telephone	1.75
Rural lines per month, each telephone .....	.50

By order of the Commission:

R. O. SELF,

This 5th day of August, 1925.

Clerk.

Docket No. 6228.

IN RE ALLOCATION OF SCHEDULES OF PASSENGER BUS OPERATION BETWEEN GREENSBORO AND CHARLOTTE.

ORDER

When supervision of bus line operations devolved upon the Commission, the first effort was to get some orderly arrangement of service on lines where competing operators were running on substantially the same schedules of leaving time; to eliminate the dangers of that kind of competitive operation, and to give the public the benefit of evenly spaced schedules. There were seven carriers operating on the line between Greensboro and Charlotte; three of these were operating through service and four of them were operating between particular points on the line.

The spacing of the schedules resulted in twenty-six through trips only thirty minutes apart; and, with a through service on spacing of thirty minutes, there was no field left for the local operators between particular points. In an effort, therefore, to permit the local operators to continue in service, the local operators were allotted some of the through runs in lieu of the local service. Certificates of the character anticipated by the statute were not given to any operators on this line, but only such authority as was extended in the Commission's Order of March 14, 1925, to all carriers who were operating prior to the effective date of the law, as the whole arrangement was regarded as temporary and experimental.

It has been apparent for some time that none of the operators on this line have enough patronage under the thirty-minute through schedules to pay expenses of operation, and it is understood that each of the operators is sustaining continuing losses in substantial sums, in addition to wearing out the equipment used.

On June 30, 1925, a tentative order was issued, requiring the Dixie Motor Coach Lines, Incorporated, to show cause on August 1, 1925, why its temporary permit should not be withdrawn. This tentative order was made because the Dixie was the newest operator on the line, and with the view that if the number of operators were to be reduced that the line should, for this reason, be eliminated.

On the date assigned the Dixie Motor Coach Lines, Inc., appeared and presented reasons which have been convincing to the Commission that it should not be required to retire from this service. While it is the newest operator on the line, it is the oldest operator on the line in giving through service between Greensboro and Charlotte. It has equipment that is new

and of high standard quality. It operates busses of twenty-four seating capacity. From the testimony at the hearing, we are convinced it would not serve public convenience to eliminate the Dixie Motor Coach Lines, Inc., from this service.

It is, however, apparent that some rearrangement of the present service is essential. Efficient service cannot be given if there is to be indefinite continuance of schedules under which every operator on the line is constantly losing money on his operations. It is apparent that through service of greater frequency than an hourly basis cannot be made remunerative on the through run between Greensboro and Charlotte. If through service is established on an hourly basis, there may be local service operated between particular local points on the line where travel is greatest. Four of the operators now giving part of the through service applied only for local service, as follows:

The Royal Blue Transportation Co., Inc., between Greensboro and High Point

The Blue Star Bus Line between High Point and Lexington

The White Bus Line, Inc. between Concord and Kannapolis
Charlotte-Concord Bus Line between Charlotte and Concord

Several hearings have been had in which the interests of all parties have been presented and have been given careful consideration.

It is the opinion of the Commission that there should be a reallocation of the through service. Hour schedules permit thirteen runs per day. After giving careful consideration to the equitable interests of all parties, the Commission has decided to reallocate the through runs, as follows:

	Round Trips
Kirk's Auto and Bus Service	6
Dixie Motor Coach Lines, Inc.	4
Charlotte-Concord Bus Line	2
Blue Star Bus Line	1

The heaviest points of local travel on the line are between Greensboro and High Point and between Concord and Kannapolis. The change from thirty minutes to hour schedule leaves opportunity for local service between these points.

The Royal Blue Transportation Company, Inc., whose original application was for the Greensboro-High Point run, will be authorized to operate this service on a schedule spaced evenly between the schedule of through runs, and for such number of scheduled trips on this spaced schedule as it may elect to adopt.

The White Bus Line, Incorporated, which operated between Concord and Kannapolis, will be authorized to operate between these points on a schedule spaced evenly between the schedule of through runs, and for such number of scheduled trips on this spaced schedule as it may elect to adopt.

The amount of local travel between High Point and Lexington is not deemed sufficient to justify an intervening service between the hourly through service, and for this reason one through trip has been allocated to the Blue Star Bus Line, which formerly operated that local service.

It will be expected that all operators on the hourly through service will use efficient equipment with seating capacity of not less than twelve. The

law provides that the Commission shall not authorize permits for the use of motor vehicles on the highways of the State until they are approved by the Highway Commission; carriers on this line are hereby directed not to place new equipment on this line until same has been approved by the Commission.

It has further been decided that the Commission will not at this time issue final certificates to any of the operators on this line. The allocation and schedules herein made may not satisfactorily solve the problem of proper service and conflicting interests. There would probably be more satisfactory service and more economical and satisfactory operation if the service could be given by a less number of operators. Consolidation of interests could be made to serve both the public interest and that of the operators. It is

ORDERED, That on and after August 12, 1925, and until further ordered, schedules shall be operated between Greensboro and Charlotte by the several operators, as follows:

ROYAL BLUE TRANSPORTATION COMPANY, INC.

Leaves Greensboro....	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30	8:30
Arrive High Point....	8:15	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	7:15	8:15	9:15
Leaves High Point....	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45	8:45
Arrive Greensboro....	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30	8:30	9:30

WHITE BUS LINE

Leaves Kannapolis....	7:15	8:15	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	7:15	8:15
Arrive Concord....	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30	8:30
Leaves Concord....	7:20	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20	7:20	
Arrive Kannapolis....	7:35	8:35	9:35	10:35	11:35	12:35	1:35	2:35	3:35	4:35	5:35	6:35	7:35	

CHARLOTTE-CONCORD BUS LINE

Leaves Charlotte.....	9:00	12:00	Leaves Greensboro.....	3:00	6:00
Leaves Concord.....	9:50	12:50	Leaves High Point.....	3:45	6:45
Leaves Kannapolis.....	10:05	1:05	Leaves Thomasville.....	4:05	7:05
Leaves Landis.....	10:10	1:10	Leaves Lexington.....	4:35	7:35
Leaves China Grove.....	10:20	1:20	Leaves Spencer.....	4:55	7:55
Leaves Salisbury.....	10:50	1:50	Leaves Salisbury.....	5:10	8:10
Leaves Spencer.....	11:05	2:05	Leaves China Grove.....	5:40	8:40
Leaves Lexington.....	11:25	2:25	Leaves Landis.....	5:50	8:50
Leaves Thomasville.....	11:55	2:55	Leaves Kannapolis.....	5:55	8:55
Leaves High Point.....	12:15	3:15	Leaves Concord.....	6:10	9:10
Arrive Greensboro.....	1:00	4:00	Arrive Charlotte.....	7:00	10:00

BLUE STAR BUS LINE

Leaves Greensboro.....	9:00	Leaves Charlotte.....	3:00
Leaves High Point.....	9:45	Leaves Concord.....	3:50
Leaves Thomasville.....	10:05	Leaves Kannapolis.....	4:05
Leaves Lexington.....	10:35	Leaves Landis.....	4:10
Leaves Spencer.....	10:55	Leaves China Grove.....	4:20
Leaves Salisbury.....	11:10	Leaves Salisbury.....	4:50
Leaves China Grove.....	11:40	Leaves Spencer.....	5:05
Leaves Landis.....	11:50	Leaves Lexington.....	5:25
Leaves Kannapolis.....	11:55	Leaves Thomasville.....	5:55
Leaves Concord.....	12:10	Leaves High Point.....	6:15
Arrive Charlotte.....	1:00	Arrive Greensboro.....	7:00

DIXIE MOTOR COACH LINES, INC.

Leaves Greensboro.....	8:00	11:00	2:00	5:00	Leaves Charlotte.....	8:00	11:00	2:00	5:00
Leaves High Point.....	8:45	11:45	2:45	5:45	Leaves Concord.....	8:50	11:50	2:50	5:50
Leaves Thomasville.....	9:05	12:05	3:05	6:05	Leaves Kannapolis.....	9:05	12:05	3:05	6:05
Leaves Lexington.....	9:35	12:35	3:35	6:35	Leaves Landis.....	9:10	12:10	3:10	6:10
Leaves Spencer.....	9:55	12:55	3:55	6:55	Leaves China Grove.....	9:20	12:20	3:20	6:20
Leaves Salisbury.....	10:10	1:10	4:10	7:10	Leaves Salisbury.....	9:50	12:50	3:50	6:50
Leaves China Grove.....	10:40	1:40	4:40	7:40	Leaves Spencer.....	10:05	1:05	4:05	7:05
Leaves Landis.....	10:50	1:50	4:50	7:50	Leaves Lexington.....	10:25	1:25	4:25	7:25
Leaves Kannapolis.....	10:55	1:55	4:55	7:55	Leaves Thomasville.....	10:55	1:55	4:55	7:55
Leaves Concord.....	11:10	2:10	5:10	8:10	Leaves High Point.....	11:15	2:15	5:15	8:15
Arrive Charlotte.....	12:00	3:00	6:00	9:00	Arrive Greensboro.....	12:00	3:00	6:00	9:00

KIRK'S AUTO BUS SERVICE

Leaves Greensboro.....	7:00.....	10:00	12:00	1:00	4:00	7:00	8:00
Leaves High Point.....	7:45.....	10:45	12:45	1:45	4:45	7:45	8:45
Leaves Thomasville.....	8:05.....	11:05	1:05	2:05	5:05	8:05	9:05
Leaves Lexington.....	8:35.....	11:35	1:35	2:35	5:35	8:35	9:35
Leaves Spencer.....	8:55.....	11:55	1:55	2:55	5:55	8:55	9:55
Leaves Salisbury.....	9:10.....	8:00	12:10	2:10	3:10	6:10	9:10
Leaves China Grove.....	9:40.....	8:30	12:40	2:40	3:40	6:40	9:40.....
Leaves Landis.....	9:50.....	8:40	12:50	2:50	3:50	6:50	9:50.....
Leaves Kannapolis.....	9:55.....	8:45	12:55	2:55	3:55	6:55	9:55.....
Leaves Concord.....	10:10.....	9:00	1:10	3:10	4:10	7:10	10:10.....
Arrive Charlotte.....	11:00.....	9:50	2:00	4:00	5:00	8:00	11:00.....
Leaves Charlotte.....	7:00.....	10:00	1:00	4:00	6:00	7:00	8:00
Leaves Concord.....	7:50.....	10:50	1:50	4:50	6:50	7:50	8:50
Leaves Kannapolis.....	8:05.....	11:05	2:05	5:05	7:05	8:05	9:05
Leaves Landis.....	8:10.....	11:10	2:10	5:10	7:10	8:10	9:10
Leaves China Grove.....	8:20.....	11:20	2:20	5:20	7:20	8:20	9:20
Leaves Salisbury.....	8:50.....	7:50	11:50	2:50	5:50	7:50	8:50
Leaves Spencer.....	9:05.....	8:05	12:05	3:05	6:05	8:05	9:05.....
Leaves Lexington.....	9:25.....	8:25	12:25	3:25	6:25	8:25	9:25.....
Leaves Thomasville.....	9:55.....	8:55	12:55	3:55	6:55	8:55	9:55.....
Leaves High Point.....	10:15.....	9:15	1:15	4:15	7:15	9:15	10:15.....
Arrive Greensboro.....	11:00.....	10:00	2:00	5:00	8:00	10:00	11:00.....

IT IS FURTHER ORDERED, That all operation of passenger bus lines between Greensboro and Charlotte not in conformity with the allocation and schedules herein made shall be discontinued from and after August 11, 1925.

By order of the Commission:

This 7th day of August, 1925.

R. O. SELF,

Clerk.

IN RE ALLOCATION OF SCHEDULES BETWEEN GREENSBORO AND CHARLOTTE OVER HIGHWAY ROUTES NOS. 10 and 15 UNDER CHAPTER 50, PUBLIC LAWS 1925.

ORDER

Following up the Commission's Order of August 7, 1925, placing the motor vehicle service between Greensboro and Charlotte on an hourly basis, it may be stated that allocation of schedules was made with a view to permitting the carriers to earn as nearly, as our information would permit, the same mileage revenue from the several operations.

A survey was made to ascertain whether or not this allocation was justified and it appears that in order to more properly balance the per mileage earnings between Kirk's Auto Bus Service and the Dixie Motor Coach, Inc., that reallocation of their schedules is necessary both for reasons of revenue exclusively on the Greensboro-Charlotte Line and for the purpose of making connections for schedules to be profitably operated on subsidiary lines of the Kirk's Auto Bus Service, therefore it is

ORDERED, That on and after November 5, 1925, and until further ordered, schedules shall be operated between Greensboro and Charlotte by the several operators named herein as follows:

ROYAL BLUE TRANSPORTATION COMPANY, INC.

Leaves Greensboro-----	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45
Arrive High Point-----	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30
Leaves High Point-----	7:15	8:15	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	7:15
Arrive Greensboro-----	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00

KIRK'S AUTO BUS SERVICE

Leaves Greensboro-----		8:00	10:00	12:00	2:00	4:00	7:00	
Leaves High Point-----		8:45	10:45	12:45	2:45	4:45	7:45	
Leaves Thomasville-----		9:05	11:05	1:05	3:05	5:05	8:05	
Leaves Lexington-----		9:35	11:35	1:35	3:35	5:35	8:35	
Leaves Salisbury-----	7:00	8:00	10:20	12:20	2:20	4:20	6:20	9:20
Leaves China Grove-----	7:40	8:40	11:00	1:00	3:00	5:00	7:00	10:00
Leaves Landis-----	7:45	8:45	11:05	1:05	3:05	5:05	7:05	10:05
Leaves Kannapolis-----	7:55	8:55	11:15	1:15	3:15	5:15	7:15	10:15
Leaves Concord-----	8:05	9:05	11:25	1:25	3:25	5:25	7:25	10:25
Arrive Charlotte-----	8:55	9:55	12:15	2:15	4:15	6:15	8:15	11:15

KIRK'S AUTO BUS SERVICE—*Continued*

Leaves Charlotte.....		8:00	10:00	2:00	4:00	6:00	7:00
Leaves Concord.....		8:50	10:50	2:50	4:50	6:50	7:50
Leaves Kannapolis.....		9:00	11:00	3:00	5:00	7:00	8:00
Leaves Landis.....		9:10	11:10	3:10	5:10	7:10	8:10
Leaves China Grove.....		9:15	11:15	3:15	5:15	7:15	8:15
Leaves Salisbury.....	7:00	8:00	9:55	11:55	3:55	5:55	7:55
Leaves Lexington.....		7:45	8:45	10:40	12:40	4:40	6:40
Leaves Thomasville.....		8:15	9:15	11:00	1:10	5:10	7:10
Leaves High Point.....		8:35	9:35	11:30	1:30	5:30	7:30
Arrive Greensboro.....		9:20	10:20	12:15	2:15	6:15	8:15
							10:15
							11:15

DIXIE MOTOR COACH LINE, INC.

Leaves Greensboro.....	7:00	11:00	1:00	5:00	Leaves Charlotte.....	7:00	11:00	1:00	5:00
Leaves High Point.....	7:45	11:45	1:45	5:45	Leaves Concord.....	7:50	11:50	1:50	5:50
Leaves Thomasville.....	8:05	12:05	2:05	6:05	Leaves Kannapolis.....	8:00	12:00	2:00	6:00
Leaves Lexington.....	8:35	12:35	2:35	6:35	Leaves Landis.....	8:10	12:10	2:10	6:10
Leaves Salisbury.....	9:20	1:20	3:20	7:20	Leaves China Grove.....	8:15	12:15	2:15	6:15
Leaves China Grove.....	10:00	2:00	4:00	8:00	Leaves Salisbury.....	8:55	12:55	2:55	6:55
Leaves Landis.....	10:05	2:05	4:05	8:05	Leaves Lexington.....	9:40	1:40	3:40	7:40
Leaves Kannapolis.....	10:15	2:15	4:15	8:15	Leaves Thomasville.....	10:10	2:10	4:10	8:10
Leaves Concord.....	10:25	2:25	4:25	8:25	Leaves High Point.....	10:30	2:30	4:30	8:30
Arrive Charlotte.....	11:15	3:15	5:15	9:15	Arrive Greensboro.....	11:15	3:15	5:15	9:15

CHARLOTTE-CONCORD BUS LINE

Leaves Charlotte.....	9:00	12:00	Leaves Greensboro.....		3:00	6:00
Leaves Concord.....	9:50	12:50	Leaves High Point.....		3:45	6:45
Leaves Kannapolis.....	10:00	1:00	Leaves Thomasville.....		4:05	7:05
Leaves Landis.....	10:10	1:10	Leaves Lexington.....		4:35	7:35
Leaves China Grove.....	10:15	1:15	Leaves Salisbury.....		5:20	8:20
Leaves Salisbury.....	10:55	1:55	Leaves China Grove.....		6:00	9:00
Leaves Lexington.....	11:40	2:40	Leaves Landis.....		6:05	9:05
Leaves Thomasville.....	12:10	3:10	Leaves Kannapolis.....		6:15	9:15
Leaves High Point.....	12:30	3:30	Leaves Concord.....		6:25	9:25
Arrive Greensboro.....	1:15	4:15	Arrive Charlotte.....		7:15	10:15

BLUE STAR BUS LINE

Leaves Greensboro.....	9:00	Leaves Charlotte.....		3:00
Leaves High Point.....	9:45	Leaves Concord.....		3:50
Leaves Thomasville.....	10:05	Leaves Kannapolis.....		4:00
Leaves Lexington.....	10:35	Leaves Landis.....		4:10
Leaves Salisbury.....	11:20	Leaves China Grove.....		4:15
Leaves China Grove.....	12:00	Leaves Salisbury.....		4:55
Leaves Landis.....	12:05	Leaves Lexington.....		5:40
Leaves Kannapolis.....	12:15	Leaves Thomasville.....		6:10
Leaves Concord.....	12:25	Leaves High Point.....		6:30
Arrive Charlotte.....	1:15	Arrive Greensboro.....		7:15

IT IS FURTHER ORDERED, that all operation of passenger motor vehicles between Greensboro and Charlotte over this line not in conformity with the allocation and schedules herein made shall be discontinued from and after November 4, 1925; and

IT IS FURTHER ORDERED, that no motor vehicle shall be operated on this line on or after November 5, 1925, without a car permit posted therein and a number plate thereon as provided by law.

By order of the Commission:

This 30th day of October, 1925

R. O. SELF,
Clerk.

IN RE ALLOCATION OF SCHEDULES BETWEEN GREENSBORO AND CHARLOTTE OVER HIGHWAY ROUTES NOS. 10 AND 15 UNDER CHAPTER 50, PUBLIC LAWS 1925.

ORDER OVERRULING EXCEPTIONS

This matter coming on to be heard upon the exceptions of the Charlotte-Concord Bus Line, Inc., duly filed before the Commission under the provisions of Section 1097, Consolidated Statutes of North Carolina, and it appearing to the Commission,

First. That on the 11th day of April, 1925, order was issued by the Commission, "In Re Motor Vehicle Carrier schedules between Greensboro and Charlotte, N. C.," which, among other things, contained the following statement: "The Commission will require the carriers to maintain the thirty minute schedules hereinafter allocated pending hearing, and the Commission's action upon the several applications for license certificates."

Second. That on the 30th day of June, 1925, after further consideration of the questions and problems involved in the operation of motor vehicle service between Charlotte and Greensboro, the Commission entered a further order, "In Re Motor Vehicle Service between Charlotte, N. C., and Greensboro, N. C.," which order was a tentative order and, among other things, passed upon the right of certain operators between Charlotte and Greensboro to license certificates without allocation of runs except as a temporary arrangement and cited the Dixie Motor Coach Lines, Inc., to show cause on August 1, 1925, why its temporary permit should not be withdrawn.

Third. That following said order of June 30 the Dixie Motor Coach Lines, Inc., in response to said order, appeared before the Commission in a hearing, at which hearing all of the other operators between Charlotte and Greensboro appeared and reserved their rights to introduce evidence.

Fourth. That as a result of said reservation by said operators and as a result of the hearing of August 1, 1925, an order dated August 7, 1925, was entered by the Commission, in which the Commission said: "It has further been decided that the Commission will not, at this time, issue final certificates to any of the operators on this line."

Fifth. That the operators, who had at the hearing on August 1 reserved their rights to introduce evidence, appeared before the Commission on August 21, 1925, and introduced such evidence as by them thought proper.

Sixth. That following said hearing and on October 30, 1925, the Commission entered its order, "In Re Allocation of Schedules between Greensboro and Charlotte over Highway Routes Nos. 10 and 15 under Chapter 50, Public Laws of 1925," and in said order granted license certificates to the operators named therein and allocated to each operator a definite and final number of runs between Charlotte and Greensboro and between local points along said route.

Seventh. That said order of October 30 constitutes the final order in this matter and is the order granting license certificates to the operators between Charlotte, N. C., and Greensboro, N. C., as contemplated by Chapter 50, Public Laws 1925, and is the order under which license certificates have been issued to operators between said termini.

It is further considered and found by the Commission that the proceedings had in this matter and the orders entered herein have been pursuant to the authority granted to the Commission by Chapter 50, Public Laws 1925, to make investigation and determine public necessity and convenience for the operation of motor vehicle passenger service between fixed termini and that no order has been entered granting to any operator any licensed certificate as contemplated by Chapter 50, Public Laws 1925 to operators between Charlotte, N. C., and Greenville, N. C., except the order of the Commission dated 30th day of October, 1925.

It is further considered and found by the Commission that all matters and things set up in the exceptions filed by the Charlotte-Concord Bus Line, Inc., have been duly considered by the Commission not only in connection with the evidence introduced by all operators between Charlotte and Greensboro, but in connection with the evidence introduced by said Charlotte-Concord Bus Line, Inc., and the Commission is of the opinion and so finds that said exceptions should be overruled and said order of August 30, 1925, should remain the final order of this Commission in granting license certificates to operators between Charlotte and Greensboro and allocating runs to the several operators between said termini.

It is, therefore, considered, ordered and adjudged that the exceptions filed by Charlotte-Concord Bus Line, Inc., be and the same are hereby overruled and denied.

By order of the Commission:
This 18th day of November, 1925.

R. O. SELF,
Clerk.

TO THE AMERICAN RAILWAY EXPRESS COMPANY, AND THE SOUTHERN EASTERN EXPRESS COMPANY.

It has been brought to the attention of the Commission that Express Classification No. 29, under classification of newspapers, carries the following note:

Where shipments pass over the lines of more than one express company, a separate charge must be assessed for each company.

Prior to the organization of the American Railway Express Company, representing a consolidation of existing express companies, there was adopted by the Interstate Commerce Commission and by the North Carolina Corpo-

ration Commission a general system of express rates, based on the zone system, and under which rates no additional charge was made by reason of movement of a shipment over two or more lines. Since the consolidation of existing express companies into the American Railway Express the South-eastern Express Company was organized and is giving a competing service in this territory and throughout the territory served by the Southern Railway. This competing service, however, should not be used to penalize a shipper into paying two rates for a service that would be rendered for one rate in the absence of such competition. This rule does not now apply to shipment of other articles than newspapers. It is therefore

ORDERED, that the American Railway Express Company, and the South-eastern Express Company show cause, if any, at the office of the Commission in Raleigh on August 19, 1925, why an order should not be entered requiring the cancellation of the note herein quoted insofar as it applies to shipments between points in North Carolina.

By order of the Commission:
This 7th day of August, 1925.

R. O. SELF,
Clerk.

IN THE MATTER OF JOINT LINE RATES BY EXPRESS COMPANIES
ON NEWSPAPERS BETWEEN POINTS IN NORTH CAROLINA.

ORDER

Pursuant to order of the Commission of August 7, 1925, hearing was had at the office of the Commission, in Raleigh, this date in the matter of rates for joint haul shipments of newspapers between points in North Carolina, and upon consideration of the record it is

ORDERED, That the American Railway Express Company and the South-eastern Express Company amend Express Classification No. 29, effective on and after September 1, 1925, so as to eliminate for application between points in this State from the said Classification the following note:

Where shipments pass over the lines of more than one express company a separate charge must be assessed for each company.

This 19th day of August, 1925.
By order of the Commission:

R. O. SELF,
Clerk.

IN RE DISCONTINUANCE OF FREE TOLL SERVICE BETWEEN THE
TOWNS OF DUNN AND BENSON ON THE LINE OF THE CAROLINA
TELEPHONE AND TELEGRAPH COMPANY.

ORDER

On December 2, 1924, the above named company advised its subscribers that it had become necessary for it to remove its iron circuit and replace same with a copper circuit, and that the congested condition of the line made it necessary to discontinue free service and charge the minimum

uniform toll rates for service over this line. The mayor of the town of Dunn objected thereto and filed complaint with the Commission on December 16, 1924. The matter was set down for hearing on Tuesday, May 19, 1925, and on the date of hearing the Mayor and counsel of the towns of Dunn and Benson appeared and agreed with the officials of the telephone company that the free service be eliminated; therefore, it is

ORDERED, That free service between the towns of Dunn and Benson on the lines of the Carolina Telephone and Telegraph Company be eliminated, effective as of the date of hearing, and that the company is hereby authorized to charge its regular uniform rates for all service over said line.

By order of the Commission:

This 18th day of August, 1925.
Docket No. 6215.

R. O. SELF,

Clerk.

IN RE PETITION OF THE RANDLEMAN TELEPHONE COMPANY FOR INCREASE IN TELEPHONE RATES IN THE TOWN OF RANDLEMAN AND VICINITY.

ORDER

This case coming on to be heard on August 18, 1925, the Company was represented by Britton & Britton, Attorneys at Law, and J. A. Locke, manager for the petitioner.

The petitioner is asking for an increase in rate of 50 cents on business phones and single line residence phones and 25 cents on party and rural line phones. It appearing that the rate asked for is not out of line with similar exchanges in other parts of the State, therefore, it is

ORDERED, that the petition be granted and that the Randleman Telephone Company be authorized to charge as a monthly rental for telephones in Randleman and vicinity effective September 1, as follows:

Business Phones	\$2.75 per month
Single Line Residence Phones.....	1.75 per month
Party Line Phones.....	1.25 per month
Rural Phones .....	.75 per month

By order of the Commission:

This 18th day of August, 1925.
Docket No. 6294.

R. O. SELF,

Clerk.

IN RE PETITION OF THE NORFOLK AND WESTERN RAILWAY COMPANY FOR REVISION OF TRAIN SERVICE ON ABINGDON BRANCH.

ORDER

This is a petition of the Norfolk and Western Railway Company to convert their passenger train now running between Abingdon, Va., and Elkland, N.C., into a mixed train between West Jefferson, N. C., and Elkland, N. C.

The petition was heard at the courthouse in Jefferson, N. C., on August 17, when evidence was taken.

It appearing to the Commission that the Abingdon branch of the Norfolk and Western Railway is operated at a loss and that the road between West Jefferson and Elkland is the most burdensome financially to said branch of any other portion of it, and it further appearing that the proposed schedule which the Railway Company offers will give to the section traversed as good service as this section at present enjoys; it is

ORDERED, that the petition of the Norfolk and Western Railway Company be granted.

W. T. LEE,
Chairman Corporation Commission.

This 27th Day of August, 1925.
Docket No. 6292.

W. N. McCASKILL AND OTHERS v. ATLANTIC COAST LINE RAILROAD COMPANY.

ORDER

This is a petition of W. N. McCaskill, and others, through Attorneys Bulard & Stringfield, of Fayetteville, North Carolina, seeking an order of the Corporation Commission directing removal of the station house and station facilities at Vander, located on the Atlantic Coast Line Railroad Company between Fayetteville and Wilmington, North Carolina, to a point about one and one-half miles west of Vander known as Horne & Allen's Siding. The Commission handled this question by correspondence with General Superintendent Newell, of the Atlantic Coast Line Railroad, who advised his Company was willing to make the transfer with the approval of the Corporation Commission. He indicated his Company had received a petition opposing the removal. The Commission requested complainants to post a public notice at the present Vander Station setting forth that petition for removal had been made to our Commission by W. N. McCaskill, and others, and this notice was posted according to affidavit furnished us, said notice being dated July 14, 1925. Subsequent to the posting of this notice, the Commission had one or two communications from Messrs. Cook & Cook, Attorneys of Fayetteville, North Carolina, indicating they might desire to oppose the removal, but in their last communication, dated August 5, 1925, they state their clients decline to pursue the matter further.

IT IS THEREFORE ORDERED, That the Atlantic Coast Line Railroad Company be, and they are hereby directed to remove the present station house at Vander and facilities belonging thereto from its present site to the point known as Horne & Allen's Siding, said station to be located approximately one and one-half miles from the present Vander station.

By order of the Commission:
This 3d day of September, 1925.
Docket No. 6320.

R. O. SELF,
Clerk.

IN RE HIGHWAY MOTOR TRANSIT COMPANY

ORDER

The Highway Motor Transit Company having made application under order of the Commission March 14, 1925, for authority to hypothecate its license certificate Number 1, issued under Chapter 50, Public Laws 1925, granting to the applicant the exclusive right to operate motor vehicles for the transportation of passengers for compensation over Highways Nos. 10 and 40 between Raleigh and Wilmington by Goldsboro and over Highway No. 20 between Wilmington and Lumberton with the privilege to operate from Lumberton to Hamlet, but not exclusive operation between Lumberton and Hamlet; therefore it is

ORDERED, That the said petitioner is hereby granted authority to hypothecate the certificate mentioned above to the Wayne County National Bank for such period of time as the petitioner may deem necessary; and it is further

ORDERED, That when this hypothecation may have served its purpose and the certificate has been returned to the petitioner herein named, that said petitioner shall advise this office in order that this order of the Commission may be revoked.

By order of the Commission:

This 25th day of September, 1925.

R. O. SELF,

Clerk.

RALEIGH GRANITE COMPANY v. NORFOLK SOUTHERN RAILROAD
COMPANY, SEABOARD AIR LINE RAILROAD COMPANY.

ORDER

This is a claim of the Raleigh Granite Company for overcharge on one hundred eighteen carloads of crushed stone moving from Graystone, N. C., to Wilson, N. C., during the months of January and February, 1924. The claims include overcharge in weight amounting to approximately \$1,438.35; switching charges on three cars, at Wilson, N. C., \$17.55; lightening loads on two cars, \$10.95; demurrage on one car, at Raleigh enroute to Wilson, \$43.00; total \$1,509.85. Hearing was held at Raleigh, September 23, 1925. The facts appear to be as follows: in January, 1924, there was begun a movement of approximately one thousand cars of crushed stone from Graystone, N. C., to Wilson, N. C., routed via Seaboard, Raleigh, and Norfolk Southern. The tariff minimum carload weight was 90 per cent marked capacity of car, except when cars were loaded to their visible capacity, in which case the actual weight was to govern. The Norfolk Southern declined to receive from the Seaboard Air Line, at Raleigh, cars loaded in excess of 161,000 lbs. gross weight, although the evidence does not show that the Norfolk Southern had apprized the Seaboard or the shippers at Graystone of their weight limitation. As result of the Norfolk Southern's action in declining certain of these cars at Raleigh, the Seaboard notified shippers to "cut down the loading weight." Complying with this advice shippers did

cut down the loading weight below the minimum as called for by the tariff; however, the Norfolk Southern collected, at Wilson, on basis of the tariff minimum weight and this resulted in claimants having paid for weight of stone which was not actually transported for the reason, as above indicated, the Seaboard had advised them the Norfolk Southern was declining cars on account of overweight and that their loading weight should be lower.

At the hearing the Norfolk Southern's representative agreed that there were certain cars, approximately 14 in number, upon which they were willing to refund overcharge and they were also willing to pay the items of \$5.85 on C&O-72500, and \$5.10 on N&W-6735, which represent the cost of adjusting the loads at Raleigh. They were also willing to refund the item of \$43.00 demurrage on C&O-72500, which accrued at Raleigh enroute to Wilson as result of delay in adjusting the load. The Norfolk Southern's representative was not prepared to state definitely the position his Company would take concerning the item of \$17.55, switching charges at Wilson on N&W-10192, C&O-73706, and N&W-5904, which cars were forwarded from Graystone via Weldon and Atlantic Coast Line, which shippers alleged was done rather than run the risk of having them tied up at Raleigh for lightening the load to meet the requirements of the Norfolk Southern.

The Commission is of the opinion, and so finds, that on account of the advice extended the shippers by the Seaboard to "cut down the loading weight," which was complied with by the shippers, the carriers, namely, the Norfolk Southern and Seaboard Air Line, should protect on the cars represented by duplicate freight bills attached hereto, and enumerated as follows:

Wilson, N. C., Norfolk Southern R. R. Company Pro. No.		536, Jan. 11, 1924
"	"	537, " 11, "
"	"	1574, Dec. 24, 1924
"	"	1274, Jan. 12, 1923
"	"	1272, " 23, 1924
"	"	1271, " 23, "
"	"	350, " 9, "
"	"	1273, " 23, "
"	"	414, " 9, "
"	"	412, " 9, "
"	"	410, " 9, "
"	"	408, " 9, "
"	"	406, " 9, "
"	"	415, " 9, "
"	"	413, " 9, "
"	"	411, " 9, "
"	"	409, " 9, "
"	"	407, " 9, "
"	"	351, " 9, "
"	"	420, " 9, "
"	"	418, " 9, "
"	"	416, " 9, "
"	"	421, " 9, "
"	"	419, " 9, "
"	"	417, " 9, "
"	"	352, " 9, "
"	"	349, " 9, "
"	"	347, " 8, "
"	"	345, " 8, "

Wilson, N. C., Norfolk Southern R. R. Company	Pro. No.	342, Jan. 8, 1924
" " "	"	348, " 8, "
" " "	"	346, " 8, "
" " "	"	344, " 8, "
" " "	"	343, " 8, "
" " "	"	538, " 1, "
" " "	"	484, " 10, "
" " "	"	539, " 11, "
" " "	"	480, " 10, "
" " "	"	481, " 10, "
" " "	"	482, " 10, "
" " "	"	540, " 11, "
" " "	"	836, " 16, "
" " "	"	835, " 16, "
" " "	"	740, " 15, "
" " "	"	687, " 14, "
" " "	"	688, " 14, "
" " "	"	838, " 16, "
" " "	"	743, " 15, "
" " "	"	1053, " 19, "
" " "	"	1055, " 19, "
" " "	"	1056, " 19, "
" " "	"	963, " 18, "
" " "	"	1052, " 19, "
" " "	"	1050, " 19, "
" " "	"	1051, " 19, "
" " "	"	1131, " 21, "
" " "	"	1132, " 21, "
" " "	"	1134, " 21, "
" " "	"	1048, " 19, "
" " "	"	1047, " 19, "
" " "	"	1370, " 24, "
" " "	"	1371, " 24, "
" " "	"	1372, " 24, "
" " "	"	1368, " 24, "
" " "	"	1367, " 24, "
" " "	"	1366, " 24, "
" " "	"	1365, " 24, "
" " "	"	1363, " 24, "
" " "	"	1364, " 24, "
" " "	"	1503, " 26, "
" " "	"	1501, " 26, "
" " "	"	1502, " 26, "
" " "	"	1436, " 25, "
" " "	"	1437, " 25, "
" " "	"	1500, " 26, "
" " "	"	1438, " 26, "
" " "	"	1594, " 28, "
" " "	"	1592, " 28, "
" " "	"	1672, " 29, "
" " "	"	1674, " 29, "
" " "	"	1675, " 29, "
" " "	"	1682, " 29, "
" " "	"	123, Feb. 2, "
" " "	"	124, " 2, "
" " "	"	122, " 2, "
" " "	"	126, " 2, "
" " "	"	125, " 2, "
" " "	"	230, " 4, "
" " "	"	227, " 4, "
" " "	"	229, " 4, "

Wilson, N. C., Norfolk Southern R. R. Company Pro. No.	224, Feb. 4, 1924
" " "	228, " 4, "
" " "	232, " 4, "
" " "	231, " 6, "
" " "	225, " 4, "
" " "	636, " 9, "
" " "	223, " 4, "
" " "	222, " 4, "
" " "	577, " 8, "
" " "	683, " 14, "
" " "	831, " 16, "
" " "	843, " 16, "
" " "	875, " 17, "
" " "	1265, " 23, "
" " "	1374, " 24, "
" " "	1677, " 29, "
" " "	1676, " 29, "
" " "	1779, " 30, "
" " "	1777, " 30, "
" " "	1125, " 21, "
" " "	684, " 14, "
" " "	566, " 8, "
" " "	638, " 9, "
" " "	639, " 9, "
" " "	637, " 9, "
" " "	635, " 9, "
" " "	736, " 11, "
" " "	732, " 11, "
" " "	788, " 12, "
" " "	787, " 12, "
" " "	341, Jan. 8, "
" " "	837, " 16, "
" " "	741, " 15, "
" " "	1683, " 29, "
" " "	1369, " 24, "
" " "	1135, " 21, "
" " "	1049, " 19, "
" " "	1133, " 21, "
" " "	742, " 15, "
" " "	839, " 16, "
" " "	840, " 16, "
" " "	739, " 15, "
" " "	483, " 10, "
" " "	834, " 16, "

freight charges based upon rate of \$1.35, which was the tariff rate in effect, applying thereto the actual weight the cars contained rather than the minimum weight as called for by the tariff. The Commission is investigating the items of \$17.55, switching charges at Wilson on N. & W.—10192, C. & O.—73706, and N. & W.—5904, and will if found correct issue supplementary order disposing of this item.

IT IS THEREFORE ORDERED, That the Norfolk Southern Railroad Company, and Seaboard Air Line Railway Company be and they are hereby ordered to refund the Raleigh Granite Company on cars represented by duplicate freight bills enumerated herein overcharges amounting to \$1,438.35.

IT IS FURTHER ORDERED, That the Norfolk Southern Railroad Company refund to the Raleigh Granite Company, demurrage on C. & O.—72500, amount-

ing to \$43.00, and pay to the Raleigh Granite Company \$10.95, representing cost of adjusting the loads at Raleigh, N. C., on C. & O.—72500 and N. & W.—6735.

IT IS FURTHER ORDERED, That the refunds above enumerated be paid within thirty days from this date together with interest at the rate of six per cent per annum from June 4, 1924.

By order of the Commission:

This 2d day of October, 1925.

Docket No. 6337.

R. O. SELF,
Clerk.

CAROLINA COAL COMPANY v. ATLANTIC AND YADKIN RAILWAY,
A. E. SMITH AND J. W. FRY, RECEIVERS, ATLANTIC COAST LINE
RAILROAD COMPANY, NORFOLK SOUTHERN RAILROAD COMPANY,
SEABOARD AIR LINE RAILROAD COMPANY.

ORDER

Hearing was held October 1, 1925, on petition of the Carolina Coal Company to establish rates on coal from Cumnock, N. C., to certain stations herein-after named located on the Seaboard Air Line Railway and Atlantic Coast Line Railroad. Coal from their mines is traffic originating on the Atlantic and Yadkin and Norfolk Southern Railroads and when destined to points on other lines is joint haul traffic.

Petition of this company was heard April 3, 1924, to establish revised rates on coal and at that time it was agreed that carriers would undertake to establish rates that would be satisfactory to the petitioners. This, it appears, was done by the Norfolk Southern, the Southern Railway and Atlantic and Yadkin. The development of coal output at the mines in Deep River coal fields has been slow, but is progressing and petitioners now wish to reach certain markets on the Atlantic Coast Line and Seaboard Air Line Railway and rates satisfactory to the petitioners have not been agreed upon by these lines. The general schedule of rates on coal between points in this State was made at a time when there was no production of coal in this State, and was not intended as rates for moving a regular supply of coal traffic, but for such incidental movement as might occur between points in this State for reshipment.

The conditions under which coal has to be mined in the Deep River fields are such that mining operations are very much more expensive than in other fields where coal does not have to be hoisted from a great depth in the earth and for this reason it cannot be successfully mined except for distribution within territory which gives it a substantial advantage in freight rates as against Virginia and Tennessee mines, but there is a prospect of a steadily increasing output and gradual development of an important and profitable coal mining industry for supplying territory in which its location gives it a proper advantage in freight rates. The petition will be granted, and it is

ORDERED, That Seaboard Air Line Railway Company and Atlantic Coast Line Railroad Company join with the Atlantic and Yadkin Railway, (A. E. Smith

and J. W. Fry, Receivers), and Norfolk Southern Railroad Company in establishing effective within fifteen days from this date rates on coal, carload minimum weight 80,000 lbs., unless marked capacity of car is less in which case minimum weight will be marked capacity of car, from Cumnock, N. C., to the following points, rates which are found to be reasonable, in cents per ton of 2,000 pounds:

Aberdeen, N. C.	116
Cameron, N. C.	91
Fayetteville, N. C.	116
Hope Mills, N. C.	116
Lumberton, N. C.	165
Manchester, N. C.	103
Moncure, N. C.	91
Rockingham, N. C.	140
Southern Pines	116

If petitioners shall find rates are desired to other points not herein named, the carriers will be expected to establish same upon fifteen days notice upon the same relative basis upon which rates to above points are made.

By order of the Commission:

R. O. SELF.

This 5th day of October, 1925.

Clerk.

Docket No. 6338.

IN RE APPLICATION OF CARDENAS TELEPHONE COMPANY FOR INCREASE IN RATES.

ORDER

The Cardenas Telephone Company, operating in the Town of Varina and vicinity, made application for an increase in telephone rates, which increase has been approved by the Mayor and Commissioners of the Town of Fuquay Springs, and no objection having been filed by any other patrons, the Commission finds that the rate asked for is not out of line with rates being charged in exchanges of similar size; therefore, it is

ORDERED, That the Cardenas Telephone Company is hereby authorized to charge the following monthly rentals for telephone service, effective November 1, 1925:

	<i>Per Month</i>
Business, 1 party	\$3.00
Business, 2 party	2.75
Business, 3 or 4 party	2.50
Business, more than 4 party	2.25
Residence, 1 party	2.25
Residence, 2 party	1.75
Residence, 3 party or more	1.50

By order of the Commission:

R. O. SELF,

This 9th day of October, 1925.

Clerk.

Docket No. 6339.

IN RE PETITION OF THE HORTON TELEPHONE COMPANY FOR INCREASE IN TELEPHONE RATES IN THE TOWNS OF WILKESBORO AND NORTH WILKESBORO.

ORDER

This petition was originally filed with the Commission on July 1, 1925, with the approval of the Wilkes Commercial Club, the North Wilkesboro Kiwanis Club and the Mayors and Boards of Aldermen of the two towns in question. The petitioner is improving the plant and making an additional investment to the amount of probably thirty thousand dollars, and income from the present rates appears to be insufficient to maintain properly a plant of the capacity to which this company's plant has grown. The Horton Telephone Company serves a larger rural section than probably any other independent telephone company in the State, and it is thought the rates asked for by the petitioner, and approved by probably a majority of the subscribers, are not unreasonable and are not out of line with the rates authorized for other exchanges of like size in the State; therefore, it is

ORDERED, That the Horton Telephone Company be, and is hereby authorized to charge a monthly rental rate, effective November 1, 1925, as follows:

IN THE TOWNS OF WILKESBORO AND NORTH WILKESBORO

	<i>Per Month</i>
Business, Individual Line	\$3.50
Business, Two-party Line	3.00
Business, Individual Line	2.50
Residence, Two-party Line	2.00
Residence, Three-or-more-party Line	1.75

By order of the Commission:
This 12th day of October, 1925.
Docket No. 6340.

R. O. SELF,
Clerk.

WILMINGTON TRAFFIC ASSOCIATION v. ATLANTIC AND YADKIN RAILWAY COMPANY, (A. E. SMITH AND J. W. FRY, RECEIVERS), ATLANTIC COAST LINE RAILROAD COMPANY, CAROLINA AND NORTHWESTERN RAILWAY COMPANY, CAROLINA, CLINCHFIELD AND OHIO RAILWAY, NORFOLK AND WESTERN RAILWAY COMPANY, NORFOLK SOUTHERN RAILROAD COMPANY, SOUTHERN RAILWAY (See Circulars Nos. 252 and 253), SEABOARD AIR LINE RAILWAY COMPANY, WINSTON-SALEM SOUTHBOUND RAILWAY COMPANY.

ORDER

This complaint of the Wilmington Traffic Association, dated October 14, 1924, alleges discrimination in the present carload rates on canned goods from Wilmington, N. C. to points in North Carolina as compared with rates from Virginia cities to points in North Carolina. Hearing was held at Raleigh, September 23, 1925. Evidence produced at the hearing established as a fact that prior to July 1, 1923, the rates on canned goods from Virginia cities to North Carolina points were satisfactorily adjusted with the rates

then in effect from Wilmington. On that date the carriers reduced the rates from Virginia cities into North Carolina without change from Wilmington, since which time Wilmington has been at a disadvantage in shipping canned goods in carloads in competition with Virginia cities to the extent of the reduction made by the carriers July 1, 1923. The carriers did not deny that discrimination does exist, but stated they had already worked up a program for adjusting the rates into North Carolina, including rates from Virginia cities, Wilmington and Charleston, S. C. It is our opinion that the readjustment which the carriers propose to make of the interstate rates will not entirely remove the discrimination against Wilmington, and it is uncertain when such readjustment will be made, while the principal season for shipment of canned goods is in the immediate future.

The Commission is of the opinion, and so finds, that there does exist at this time some discrimination in the rates from Wilmington to North Carolina points, particularly those located beyond 130 miles from Wilmington. In order to relieve this discrimination as a temporary measure pending satisfactory readjustment of rates from points outside the State.

IT IS ORDERED, That the

Atlantic and Yadkin Railway Company
 (A. E. Smith and J. W. Fry, Receivers)
 Atlantic Coast Line Railroad Company
 Carolina and Northwestern Railway Company
 Carolina, Clinchfield and Ohio Railway
 Norfolk and Western Railway Company
 Norfolk Southern Railroad Company
 Southern Railway (See Circulars Nos. 252 and 253)
 Seaboard Air Line Railway Company
 Winston-Salem Southbound Railway Company

be and they are hereby

ORDERED to make effective within fifteen days from date hereof rates on canned goods, carload 36,000 lbs. minimum, in cents per 100 pounds, from Wilmington, N. C., the following scale for application both single and joint line, which rates are found to be reasonable:

<i>Miles</i>	<i>Single and Joint</i>	<i>Miles</i>	<i>Single and Joint</i>
140 miles and over 130	30	270 miles and over 260	41½
150 miles and over 140	30	280 miles and over 270	41½
160 miles and over 150	32½	300 miles and over 280	41½
170 miles and over 160	35	320 miles and over 300	41½
180 miles and over 170	35	340 miles and over 320	41½
190 miles and over 180	37½	360 miles and over 340	42
200 miles and over 190	39	380 miles and over 360	44
210 miles and over 200	39	400 miles and over 380	44
220 miles and over 210	40	420 miles and over 400	45
230 miles and over 220	40	440 miles and over 420	45
240 miles and over 230	40	460 miles and over 440	45
250 miles and over 240	40	480 miles and over 460	45
260 miles and over 250	40	500 miles and over 480	46

By order of the Commission:
 This 22d day of October, 1925.
 Docket No. 6342.

R. O. SELF,
 Clerk.

PETITION OF THE SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY FOR THE ESTABLISHMENT OF A BASE RATE AREA AT HIDDENITE AND FOR THE AUTHORIZATION OF RATES FOR SUCH SERVICE.

ORDER

The Commission has application from the Southern Bell Telephone and Telegraph Company to establish a special rate service within a base area with a radius of one mile from a central point in Hiddenite, the central point to be the Southern Railway station, and to authorize a four-party line service with rates of \$4.50 for business and \$3.25 for residence 'phones and to abandon the present multi-party service at Hiddenite.

Hiddenite is located at a point approximately five miles from the petitioner's exchange at Taylorsville and petitioner has no exchange at Hiddenite,—the said Taylorsville exchange being the closest to the point in question; and, if petitioner follows its usual authorized custom and gives the service at Hiddenite on a basis of the base rate area rate charged for telephones in Taylorsville plus the line mileage the rate would be prohibitive and would make the rate approximately \$2.20 in excess of the Taylorsville rate or \$4.50 for residence telephones and \$5.00 for business telephones.

The rate for the service which the petitioner proposes to offer at Hiddenite appears not to be excessive because of the distance from the exchange and unless some such special rate area is established, the people of Hiddenite will be unable to have adequate telephone facilities; therefore, it is

ORDERED that the petitioner is hereby authorized to establish the service at Hiddenite asked in the petition and that the said petitioner be authorized to charge as a monthly rental for such service the following rates:

Business telephones, four-party line \$4.50 each per month.

Residence telephones, four-party line \$3.25 each per month.

By order of the Commission:

This 3d day of November, 1925.

Docket No. 6348

R. O. SELF,

Clerk.

A. A. PRICE, T. P. TUDOR, AND B. H. GOSS, DOING BUSINESS UNDER THE FIRM NAME OF BUFFALO LUMBER COMPANY, v. THE NORFOLK AND WESTERN RAILWAY COMPANY.

ORDER FOR CONSTRUCTION OF INDUSTRIAL SIDING

From the pleadings and testimony in this case we find:

That the petitioner is engaged in the business of manufacturing and shipping lumber from Warrensville, a station on the Norfolk and Western Railway in this State;

That it is shipping lumber at the rate of about 170 cars per year;

That it has a million feet of lumber piled on its yards at Warrensville for shipment at the present time;

That it has six or seven million feet of timber purchased and is engaged at the present time in cutting this timber for shipment from the station at

Warrensville, and that all of this timber is expected to be cut and shipped from this point;

That shipments by the petitioner at the present time are made from sidetrack two or three hundred yards from the lumber yard of the petitioner and at a cost of ten to twelve dollars per car greater than the cost would be if loaded from sidetrack adjacent to the petitioner's lumber yard;

That the revenue accruing to the Norfolk and Western Railway Company for a period of five years will be sufficient to cover the expense of construction of sidetrack prayed for in the petition;

That the petitioner is willing to pay the expense of construction of sidetrack beyond the clear post.

Upon these findings, it is

ORDERED, That the Norfolk and Western Railway Company, within thirty days after deposit with its agent at Warrensville by the Buffalo Lumber Company of the sum of one thousand dollars, shall construct a suitable sidetrack 460 feet in length at the point prayed for in this petition, adjacent to the lumber yard of the Buffalo Lumber Company; that the said deposit of the sum of one thousand dollars shall be in the nature of a guarantee to the Norfolk and Western Railway Company of the payment by the Buffalo Lumber Company of the cost of the said sidetrack beyond the clear post; that if the cost of constructing said sidetrack beyond the clear post shall exceed the amount of said deposit, the Buffalo Lumber Company shall pay such additional sum before the sidetrack shall be opened to its use; and, if the cost of the sidetrack beyond the clear post shall be less than one thousand dollars, the difference in favor of the Buffalo Lumber Company shall be refunded to it upon completion of the sidetrack. The total cost of construction from the switch point to the clear post shall be borne by the Norfolk and Western Railway Company.

This order is not in derogation of any right of agreement between the parties for the petitioner to perform for itself and at its own expense any part of the grading or construction of the sidetrack beyond the clear post.

By order of the Commission:

R. O. SELF,

This 24th day of November, 1925.

Clerk.

Docket No. 6362.

A. A. PRICE, T. P. TUDOR, B. H. GOSS, DOING BUSINESS UNDER THE FIRM NAME OF BUFFALO LUMBER COMPANY v. NORFOLK AND WESTERN RAILWAY COMPANY.

ORDER OVERRULING EXCEPTIONS OF NORFOLK AND WESTERN RAILWAY COMPANY

This matter coming on to be heard before the Corporation Commission, upon the exceptions of the defendant, Norfolk and Western Railway Company to the order of the Commission, dated the 24th day of November, 1925, and being considered upon said exceptions, and the said Corporation Commission, upon such consideration, being of the opinion that all matters set out in said exceptions were given full and sufficient consideration in the

original hearing in this matter, and being further of the opinion that said exceptions should be overruled and the motion of the defendant disallowed; it is now, therefore

ORDERED and decreed that the exceptions of the defendant Norfolk and Western Railway Company filed herein on the 4th day of December, 1925, be and the same are hereby overruled and the motion of the said defendant is disallowed.

By order of the Commission:
This 9th day of December, 1925.
Docket No. 6362.

R. O. SELF,
Clerk.

HEDRICK & WADE, INCORPORATED v. ATLANTIC COAST LINE RAILROAD COMPANY, NORFOLK SOUTHERN RAILROAD COMPANY, SEABOARD AIR LINE RAILWAY COMPANY.

ORDER TO REMOVE DISCRIMINATION

Complainants in this proceeding are shippers of sand and gravel from Pee Dee, North Carolina, located on the Seaboard Air Line Railway, and complain of discrimination in that they are charged rate of \$1.24 per ton on shipments to Wilmington, distance of 124 miles, single line, while their competitors shipping from Gravel Pit, near Lillington, N. C., over the Norfolk Southern and Atlantic Coast Line railroads, distance of 114 miles, joint line, have the benefit of rate to Wilmington of \$1.13 per ton. No issue is raised as to the reasonableness of any of the rates involved either scale or otherwise.

The rate in effect from Pee Dee to Wilmington is on the mileage scale of rates on this commodity promulgated by the Corporation Commission under Order of November 25, 1921. The rate of \$1.13 from Lillington to Wilmington was put into effect as a result of rate of \$1.13 per ton interstate from Columbia, S. C., to Wilmington; and, at the time the mileage scale of rates was issued, the order of the Commission did not require cancellation of the \$1.13 rate from Lillington on account of the competitive situation under which it was established. The interstate rate of \$1.13 from Columbia to Wilmington was increased in May, 1924, to \$1.44 per ton; the \$1.13 rate from Lillington, however, has since been continued in effect under tariff limited to "existing movement."

The scale of rates prescribed by the Commission in its Order of November 25, 1921, is a scale of maximum rates, and the carriers may observe a less rate than the mileage scale if, and only if, the use of a less rate does not have the effect of discriminating unduly against a competing shipper. The continuance of a less rate from Gravel Pit, or Lillington, to Wilmington than from Pee Dee is found to constitute an undue discrimination against the shipper at Pee Dee; and, after hearing and consideration of all facts presented, it is

ORDERED, That the carriers above named, within thirty days from this date, put into effect rates from Gravel Pit, North Carolina to Wilmington no less than rates contemporaneously maintained from Pee Dee, North Carolina.

By order of the Commission:
This 14th day of December, 1925.

R. O. SELF,
Clerk.

IN RE PETITION OF PIEDMONT TELEPHONE AND TELEGRAPH COMPANY, INCREASING RATES IN BESSEMER CITY.**ORDER**

The subscribers to the service of the petitioner's exchange at Bessemer City having petitioned for twenty-four hour, seven-day-a-week telephone service and having consented to an increase in rates of fifty cents (50c) on residence phones and one dollar (\$1.00) on business phones, it is

ORDERED, That the Piedmont Telephone and Telegraph Company be, and is hereby, authorized to make the said increases and charge for monthly rental service fifty cents (50c) for residence and one dollar (\$1.00) for business telephones over and above the rates now in effect: *Provided*, such increases shall in no case make the residence telephone rates more than \$2.50 each per month and the business telephone rates more than \$4.00 each per month.

By order of the Commission:

This 1st day of January, 1926.

Docket No. 6371.

R. O. SELF,
Clerk.

IN RE ANNUAL REPORTS OF MOTOR VEHICLE CARRIERS.**ORDER**

Under section 4, chapter 50, Public Laws of 1925, the Corporation Commission is authorized "to require the filing of annual and other reports" by motor vehicle carriers; there, it is

ORDERED: First, That each carrier operating under chapter fifty, Public Laws of 1925, shall file a report showing its assets and liabilities as of December 31, 1925, and its revenue from operations and expenses from the date it began operation under the act; and

Second, That all carriers under the act shall make such a report as of each succeeding December thirty-first, covering each twelve months' operation or any part thereof operated.

Third, That such reports shall be filed with the Corporation Commission at its office in Raleigh on or before March 15, 1926, and on or before March 15 of each succeeding year, on forms furnished by the Commission.

By order of the Commission:

This 2nd day of January, 1926.

Docket No. 6376.

R. O. SELF,
Clerk.

IN RE APPLICATION OF THE SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY FOR AUTHORITY TO ESTABLISH AN EXCHANGE RATE AT BLOWING ROCK, NORTH CAROLINA.**ORDER**

Upon application of the above named petitioner authority is asked to establish a telephone exchange at Blowing Rock, where there is now no exchange service, and to establish rates for service on said proposed exchange.

The Commission is advised by the Secretary and Treasurer of the Blowing Rock Development Company that the service is desired and that he believes that the rates asked for are generally satisfactory.

Service on this exchange will of necessity not be very compact, as the residences are spread over a large area, and the installation of an exchange at this point will therefore be more expensive than is customary for exchanges of similar size; therefore, it is

ORDERED, That the petitioner be, and is hereby, authorized to establish an exchange at Blowing Rock, North Carolina, and charge for service thereon the following monthly rental rates:

A. Within the Base Rate Area; i.e., the corporate limits of Blowing Rock as of January 1, 1926, flat rates are quoted as follows:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>
Business	\$3.75	\$3.25	.....
Residence	2.50	.....	\$2.00

B. Outside the area indicated in A and within the territory regularly served by primary classes of service, the following rates app'y, together with established mileage charges as specified in the General Exchange Tariff:

	<i>Individual Line</i>	<i>4-Party Line</i>	<i>Rural Multi- party Line</i>
Business	\$3.75	.....	\$2.50
Residence	2.50	\$2.00	2.00

Rural Multi-Party Line Service

Rural multi-party line service shall be furnished, where the petitioner has pole lines, at the monthly rates given in the petitioner's local Exchange Tariff, or provided the subscriber will, at his own expense, construct and maintain a circuit to a pole route of the petitioner.

Within two miles, air line measurement, of the Blowing Rock base rate area rural multi-party line service is furnished at the following monthly rates:

Business	\$2.25
Residence	1.75

Beyond two miles, air line measurement, of the Blowing Rock base rate area a mileage charge of 25c per mile, or fraction thereof, applies to each main station.

Season Service

Service for the season period of six months or less is furnished at the following monthly rates:

A. Within the Base Rate Area:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>
Business	\$5.63	\$4.88	.....
Residence	3.75	.....	\$3.00

B. Outside of the Area indicated in A and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified in the General Exchange Tariff:

	<i>Individual Line</i>	<i>4-Party Line</i>	<i>Rural party Line</i>	<i>Multi-party Line</i>
Business	\$5.63	.....	.....	\$3.75
Residence	3.75	\$3.00	.....	3.00

All exchange service charges are payable in advance for the full season period. The minimum charge is that for six months' service. Regular monthly rates as quoted in the Local Exchange Tariff apply for service retained for any period in excess of the season period.

By order of the Commission:

This 8th day of January, 1926.

Docket No. 6377.

R. O. SELF,
Clerk.

IN THE MATTER OF THE ACQUISITION BY SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY OF ALL OF THE TELEPHONE PROPERTY NOW OWNED AND OPERATED BY J. M. PETERSON, C. A. PETERSON, LYDIA HOLMON, A. G. STEWART, R. S. McCALL, B. C. BURGESS AND T. W. DEYTON, ALL OF THE TOWN OF SPRUCE PINE, STATE OF NORTH CAROLINA, AND S. P. Houser, OF THE TOWN OF LINCOLNTON, STATE OF NORTH CAROLINA, A COPARTNERSHIP DOING BUSINESS AS THE SPRUCE PINE TELEPHONE COMPANY.

ORDER

Whereas, application has been made to said Corporation Commission for its consent and approval of the sale of all of the telephone property of J. M. Peterson, C. A. Peterson, Lydia Holmon, A. G. Stewart, R. S. McCall, B. C. Burgess, T. W. Deyton and S. P. Houser, doing business as the Spruce Pine Telephone Company, located and situated within the counties of Mitchell and Avery, State of North Carolina, including their telephone exchange at Spruce Pine, North Carolina, to Southern Bell Telephone and Telegraph Company, and for authority for the Southern Bell Telephone and Telegraph Company to charge for its telephone service the schedule of rates and charges hereinafter set forth.

IT IS ORDERED, That said sale of all of the telephone property, both exchange and toll, owned and operated by said J. M. Peterson, C. A. Peterson, Lydia Holmon, A. G. Stewart, R. S. McCall, B. C. Burgess, T. W. Deyton and S. P. Houser, a copartnership doing business as the Spruce Pine Telephone Company, to the Southern Bell Telephone and Telegraph Company, a corporation, be, and the same is hereby, consented to and approved.

IT IS FURTHER ORDERED, That upon acquiring the legal title to the aforesaid property of J. M. Peterson, C. A. Peterson, Lydia Holmon, A. G. Stewart, R. S. McCall, B. C. Burgess, T. W. Deyton and S. P. Houser, the Southern Bell Telephone and Telegraph Company is hereby authorized and shall have the right to charge for its exchange telephone service at the Spruce Pine, North Carolina, exchange the following schedule of rates, to wit:

Exchange Rate Schedule

A. Within the Base Rate Area; that is, a radial distance of one-half mile from the central office in Spruce Pine, North Carolina, flat rates are quoted as follows:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>
Business	\$3.50	.....	\$3.00
Residence	2.25	.....	1.75

B. Outside the area indicated in A and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified in the General Exchange Tariff:

	<i>Individual Line</i>	<i>4-Party Line</i>	<i>Rural Multi- party Line</i>
Business	\$3.50	.....	\$2.25
Residence	2.25	.....	1.75

Rural Multi-Party Line Service

Rural multi-party line service shall be furnished at the monthly rates given above, provided the Company has existing pole routes available or provided the subscriber will at his own expense construct and maintain a circuit to a pole route of the Company.

Within two miles, air line measurement, of the Spruce Pine base rate area rural multi-party line service is furnished at the following monthly rates:

Business	\$2.25
Residence	1.75

Beyond two miles, air line measurement, of the Spruce Pine Base Rate area a mileage charge of 25c per mile, or fraction thereof, applies to each main station.

Except as otherwise provided, the rates and regulations contained in the General Exchange Tariff, filed with the North Carolina Corporation Commission, are made a part of this Local Exchange Tariff.

The rates specified above, with mileage charges when applicable, entitle subscribers to an unlimited number of messages to all stations bearing the designation of Spruce Pine Central Office.

By order of the Commission:

R. O. SELF,
Clerk.

This 12th day of January, 1926.

Docket No. 6380.

ROGER MOORE'S SONS & COMPANY v. ATLANTIC COAST LINE RAILROAD COMPANY ET AL.

ORDER

The complainants in this case seek to have established the same commodity rates on hollow building brick between points in North Carolina as now authorized by this Commission to apply on common brick. Complainants allege hollow brick, which they manufacture and ship bear the same char-

acteristics as ordinary common brick, except that the common brick are two and one-quarter inch high while the hollow brick are four inches high. In all other respects it is alleged the size of each class is identical as is also the weight and loading space, damage in transit, etc. It is also alleged that the hollow brick are used for the same general purposes as common brick, i.e., backing up or facing dependent upon class of building into which the two classes of brick go. The size of the hollow brick results in making 1,000 hollow brick equal to 1,666 common brick laid in the building. It is admitted that while the cost of laying the hollow brick is slightly greater, that on account of the size there is a final saving in cost in the building of 20 to 30 per cent, or as stated by one contractor \$4,000 per 1,000 as against common brick.

The Cement Products Company of Wilmington, N. C., filed a written protest against the granting of the request of complainants upon the grounds that if the common brick rates are to be applied upon hollow building brick then the same rates should be accorded all types of hollow tile.

Rates on all brick and clay products are now on a substantially uniform basis, state and interstate, throughout the South, resulting from a general revision of these rates about a year ago by the Interstate Commerce Commission, after an exhaustive investigation. The general basis of rates prescribed in that proceeding were found to be generally satisfactory to manufacturers of brick in this State and were therefore adopted for intra-state application, making all such rates uniform. The general basis of rates then adopted applied one uniform mileage scale of rates on all brick and clay products, except that common brick were made 20 per cent less than the scale for other brick and clay products. This had the effect of reducing the rates on hollow brick, as the difference in favor of common brick, prior to that time, was greater than 20 per cent. These rates are now on a uniform basis, and a further reduction in rates on hollow brick would create a discrimination as between state and interstate rates, and on a commodity rate adjustment that has been found to be generally satisfactory, though the carriers claim the rates are unreasonably low.

We do not find there is any competitive necessity for creating this discrimination. The hollow brick now take the same rate as all other brick and clay products, except common brick, and from a competitive standpoint the 20 per cent higher rate than common brick, with which hollow brick competes, is more than equalized by the fact that 1,000 hollow brick equal in wall space 1,666 common brick.

Upon these findings the complaint will be dismissed.

By order of the Commission:

This 19th day of January, 1926.

Docket No. 6383.

R. O. SELF,

Clerk.

IN RE PETITION OF THE SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY FOR THE ESTABLISHMENT OF RATES IN THE TOWN OF NEWLAND, NORTH CAROLINA.

ORDER

Application having been made by the Southern Bell Telephone and Telegraph Company to establish rates for its newly built exchange in the town of Newland, North Carolina, it is

ORDERED, That the petitioner is hereby authorized to charge the following rates in said town:

A. Within the Base Rate Area, i.e., a radial distance of one-half mile from the Central Office, flat rates are quoted as follows:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>
Business	\$3.50	—	\$8.00
Residence	2.25	—	1.75

B. Outside the area indicated in A and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified in the General Exchange Tariff:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>Rural Multi-Party Line</i>
Business	\$3.50	—	\$2.25
Residence	2.25	—	1.75

Rural Multi-Party Line Service

Rural multi-party line service is furnished, at the monthly rates given above, provided the Company has existing pole routes available or provided the subscriber will at his own expense construct and maintain a circuit to a pole route of the Company.

Within two miles, air line measurement, of the Newland base rate area rural multi-party line service is furnished at the following monthly rates:

Business	\$2.25
Residence	1.75

Beyond two miles, air line measurement, of the Newland base rate area a mileage charge of 25c per mile, or fraction thereof, applies to each main station.

By order of the Commission:

R. O. SELF,

This 23d day of January, 1926.

Clerk.

Docket No. 6389.

IN RE PETITION OF THE SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY FOR THE ESTABLISHMENT OF RURAL MULTI-PARTY LINE SERVICE ON ITS WAYNESVILLE EXCHANGE.

ORDER

The petition of the Southern Bell Telephone and Telegraph Company is made for the establishment of Rural Multi-Party line service within two miles of the Waynesville base rate area and inasmuch as this service does

not now exist and it is the desire of the petitioner to get prospective subscribers to this preferred service, it is

ORDERED, That the petitioner's request be granted and that said petitioner be authorized to charge the following monthly rates:

Within two miles, air line measurement, of the Waynesville base rate area rural multi-party line service is furnished at the following monthly rates:

Business	\$2.50
Residence	2.00

Beyond two miles, air line measurement, of the Waynesville base rate area a mileage charge of 25c per mile, or fraction thereof applies to each main station.

Rural multi-party line service is furnished only when the Company has space available on existing pole routes. All lateral routes and circuits thereon for connection with the Company's main line are to be furnished and maintained by the applicant.

By order of the Commission:

R. O. SELF,

Clerk.

This 23d day of January, 1926.

Docket No. 6386.

IN RE APPLICATION OF THE SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY TO ESTABLISH RURAL MULTI-PARTY SERVICE ON ITS STATESVILLE, NORTH CAROLINA, EXCHANGE.

ORDER

Petition of the Southern Bell Telephone and Telegraph Company for authority to establish rural multi-party telephone service on its Statesville Exchange is received, and it appearing that the petitioner does not now offer to the public such service; and it further appearing that the proposed service will greatly aid rural communities to obtain telephone service at a reasonable rate; therefore, it is

ORDERED, That the petitioner is hereby authorized to charge the following rates on said exchange:

Within two miles, air line measurement, of the Statesville Base area rural multi-party line service is furnished at the following monthly rates:

Business	\$3.00
Residence	2.00

Beyond two miles, air line measurement, of the Statesville Base rate area a mileage charge of 25c per mile, or fraction thereof, applies to each main station.

Rural multi-party line service is furnished only when the company has space available on existing pole routes. All lateral routes and circuits thereon for connection with the Company's main line are to be furnished and maintained by the applicant.

By order of the Commission:

R. O. SELF,

Clerk.

This 12th day of February, 1926.

Docket No. 6386.

IN RE APPLICATION OF THE SOUTHERN BELL TELEPHONE AND
TELEGRAPH COMPANY TO ESTABLISH RURAL MULTI-PARTY
SERVICE ON ITS STONY POINT, NORTH CAROLINA, EXCHANGE.

ORDER

Petition of the Southern Bell Telephone and Telegraph Company for authority to establish rural multi-party telephone service on its Stony Point Exchange is received, and it appearing that the petitioner does not now offer to the public such service; and it further appearing that the proposed service will greatly aid rural communities to obtain telephone service at a reasonable rate; therefore, it is

ORDERED, That the petitioner is hereby authorized to charge the following rates on said exchange:

Within two miles, air line measurement, of the Stony Point Base Rate Area rural multi-party line service is furnished at the following monthly rates:

Business	\$2.50
Residence	2.00

Beyond two miles, air line measurement, of the Stony Point Base Rate Area a mileage charge of 25c per mile, or fraction thereof, applies to each main station.

Rural multi-party line service is furnished only when the Company has space available on existing pole routes. All lateral routes and circuits thereon for connection with the Company's main line are to be furnished and maintained by the applicant.

By order of the Commission:
This 12th day of February, 1926.
Docket No. 6386.

R. O. SELF,
Clerk.

IN RE APPLICATION OF THE SOUTHERN BELL TELEPHONE AND
TELEGRAPH COMPANY TO ESTABLISH RURAL MULTI-PARTY
SERVICE ON ITS TAYLORSVILLE, NORTH CAROLINA, EXCHANGE.

ORDER

Petition of the Southern Bell Telephone and Telegraph Company for authority to establish rural multi-party telephone service on its Taylorsville Exchange is received, and it appearing that the petitioner does not now offer to the public such service; and it further appearing that the proposed service will greatly aid rural communities to obtain telephone service at a reasonable rate; therefore, it is

ORDERED, That the petitioner is hereby authorized to charge the following rates on said exchange:

Within two miles, air line measurement, of the Taylorsville Base Rate Area rural multi-party line service is furnished at the following monthly rates:

Business	\$2.75
Residence	2.00

Beyond two miles, air line measurement, of the Taylorsville Base Rate Area a mileage charge of 25c per mile, or fraction thereof, applies to each main station.

Rural multi-party line service is furnished only when the Company has space available on existing pole routes. All lateral routes and circuits thereon for connection with the Company's main line are to be furnished and maintained by the applicant.

By order of the Commission:
This 12th day of February, 1926.
Docket No. 6386.

R. O. SELF,
Clerk.

**IN RE APPLICATION OF THE SOUTHERN BELL TELEPHONE AND
TELEGRAPH COMPANY TO ESTABLISH RURAL MULTI-PARTY
SERVICE ON ITS TROUTMANS, NORTH CAROLINA, EXCHANGE.**

ORDER

Petition of the Southern Bell Telephone and Telegraph Company for authority to establish rural multi-party telephone service on its Troutmans Exchange is received, and it appearing that the petitioner does not now offer to the public such service; and it further appearing that the proposed service will greatly aid rural communities to obtain telephone service at a reasonable rate; therefore, it is

ORDERED, That the petitioner is hereby authorized to charge the following rates on said exchange:

Within two miles, air line measurement, of the Troutmans Base Rate Area rural multi-party line service is furnished at the following monthly rates:

Business	\$3.00
Residence	2.00

Beyond two miles, air line measurement, of the Troutmans Base Rate Area a mileage charge of 25c per mile, or fraction thereof, applies to each main station.

Rural multi-party line service is furnished only when the Company has space available on existing pole routes. All lateral routes and circuits thereon for connection with the Company's main line are to be furnished and maintained by the applicant.

By order of the Commission:
This 12th day of February, 1926.
Docket No. 6386.

R. O. SELF,
Clerk.

**CORPORATION COMMISSION v. ATLANTIC COAST LINE RAILROAD
COMPANY, CAROLINA RAILROAD COMPANY, EAST CAROLINA RAIL-
WAY, NORFOLK SOUTHERN RAILROAD COMPANY.**

ORDER

On complaint of the East Coast Fertilizer Company, of Wilmington, N. C., and the Farmville Oil & Fertilizer Company, of Farmville, N. C., concerning rates on fertilizer to Snow Hill, and stations on the Carolina Railroad, the

Commission has investigated the subject and finds the carriers have in effect a rate on fertilizer of \$3.15 per ton from Norfolk, Va., to Snow Hill, N. C., which it is stated was put in to compete with cross-country competition with Farmville, to which latter point the rate is also \$3.15 per ton. At the same time the Commission finds the carriers have blanketed the Norfolk rate of \$3.15 to stations on the East Carolina Railway, south of Farmville, to and including Hookerton. The rates to stations on the Carolina Railroad, other than Snow Hill, are made certain arbitrariness higher than the Norfolk-Kinston rate. A hearing in the matter was held at Raleigh, February 24, 1926.

The Commission is of the opinion, and so finds, that on account of the action of the carriers in putting in arbitrary rates from Norfolk to stations on these two short lines, namely, the Carolina Railroad and East Carolina Railway (south of Farmville), it is necessary that arbitrary rates also be made from fertilizer shipping points within the State which have been placed at a disadvantage by the action of the carriers above described:

IT IS THEREFORE ORDERED, That the Atlantic Coast Line Railroad Company, the Carolina Railroad Company, the East Carolina Railway and the Norfolk Southern Railroad Company be, and they are hereby ordered, and directed, to put in force March 1, 1926, rates on fertilizer, carload 30,000 pounds minimum, per ton of 2,000 pounds, from and to points named below as follows:

Carolina R. R. Stations	IN CENTS PER TON, 2,000 POUNDS						
	Wilmington Navassa	Acme	New Bern	Wilson	Farmville	Greenville	Washington
Kinston-----							
Hull Road-----	384	395	234.2	301.7	293.5	266	268.0
Pools-----	404	415	261.4	328.9	320.6	286	295.2
Dawson-----	404	415	261.4	328.9	320.6	286	295.2
Creeches-----	404	415	261.4	328.9	320.6	286	295.2
Glenfield-----	404	415	261.4	328.9	320.6	286	295.2
Suggs-----	414	425	279.0	346.5	324.0	296	312.8
Snow Hill-----	326	337	202.0	259.0	236.0	208	247.0
<hr/>							
East Carolina Railway Stations:							
<hr/>							
Farmville-----							
Greeneco-----	327	338					
Bynups-----	327	338					
Patriek's Siding-----	327	338					
Maury-----	327	338					
Beaver Dam-----	327	338					
Hookerton-----	327	338					

By order of the Commission:
 This 24th day of February, 1926.
 Docket No. 6394.

R. O. SELF,
 Clerk.

J. B. WHITE, W. M. ANDERSON AND J. L. SELLERS, INDIVIDUALLY AND AS BOARD OF COUNTY COMMISSIONERS OF CLAY COUNTY, NORTH CAROLINA, FOR THEMSELVES AND ALL OTHER CITIZENS AND TAXPAYERS OF CLAY COUNTY, NORTH CAROLINA; AND, J. W. LEDFORD, J. N. ELLIOTT, C. A. BROWN, P. H. PALMER AND J. W. PORTER, FOR THEMSELVES AND OTHER CITIZENS AND TAXPAYERS OF VALLEYTOWN TOWNSHIP, CHEROKEE COUNTY, NORTH CAROLINA v. CAROLINA AND GEORGIA RAILWAY COMPANY.

ORDER REQUIRING THE CAROLINA AND GEORGIA RAILWAY COMPANY TO ASSUME OBLIGATION OF A COMMON CARRIER AND TO PUBLISH REASONABLE RATES FOR TRANSPORTATION OF FREIGHT.

COUNSEL

Petitioners: MR. MARSHALL W. BELL, Murphy, N. C.

MR. J. B. GRAY, Hayesville, N. C.

MR. O. L. ANDERSON, Hayesville, N. C.

MR. E. H. TILLETT, Andrews, N. C.

Respondent: MR. JAMES G. MERRIMON, Asheville, N. C.

The purpose of the complaint in this proceeding is to require the Carolina and Georgia Railway Company to assume the obligations of a common carrier and to publish reasonable rates for transportation of freight.

Hearing upon the complaint was had at Andrews, North Carolina, on March 9, 1926, and at Asheville, North Carolina, on March 11, 1926. The evidence presented reviews the history of effort and sacrifice that has been made to provide railroad facilities for Clay County and Valleytown Township, Cherokee County. The County of Clay and Valleytown Township in Cherokee County, acting under authority of law, issued one hundred sixty thousand dollars of bonds for the construction of a railroad from Hayesville, the county seat of Clay County, to Andrews on the Southern Railway. After the proceeds of this sale of bonds had been spent and an additional indebtedness of nine thousand two hundred dollars had been incurred, it was found that they were not able to complete the project, these expenditures having covered rights of way, grading, and placement of ties on a part of the road bed. The enterprise stood in this shape for some time and until bushes had grown up in the road bed, when finally a sale of the property was made to John C. Arbogast and S. F. Chapman, the entire property being sold to them for consideration of nine thousand two hundred dollars, the sum of indebtedness incurred beyond the proceeds of the sale of one hundred sixty thousand dollars of bonds, and upon contract by the purchasers to complete the property. The purchasers took over the property under the name of the Carolina and Georgia Railway Company and issued two hundred thousand dollars of bonds to complete the construction and equipment for operation. Not being able to market the bonds otherwise, the purchasers of the road, Messrs. Arbogast and Chapman, themselves purchased one hundred thirty-five thousand dollars of these bonds and borrowed money on the others and in this way furnished the money to complete the road. Rail was leased from the Southern Railway and the rail was laid from Andrews to Hayesville, a distance of 24.84 miles in October, 1920. Since

that date the purchasers have maintained some character of operation of the property, operating a freight train over it and handling such products of freight as were offered to it under the rates which it charges for this service. No depots or depot agencies have been maintained at any point on the line, all the billing of freight and the collection of charges being handled by the conductor on the freight train.

The purchasers, the owners of the property, however, have not at any time thought that the financing, construction and equipment of the property had been completed to an extent which would justify them in assuming all the obligations of a common carrier. We have no difficulty in finding that the Carolina and Georgia Railway Company should be found to be a common carrier. It has been, and is, operating a railroad of approximately twenty-five miles in length with operation of a freight train handling such commodities as are offered to it for transportation; and, while they have been reluctant to assume all the obligations and responsibilities that adhere in common carrier service, we are of the opinion—after hearing all the facts presented—that the principal cause of complaint will be removed by establishing their status as a common carrier; and, also, that while common carrier service imposes additional burdens and obligations, that such additional burdens and obligations will be more than met by the additional advantages that will accrue to the defendant company as well as to the complainants by its assumption of full common carrier responsibility. On the one hand the evidence shows that for the five years of operation its total operating expenses have been slightly in excess of its total revenue receipts, without including any payment whatever of interest on its bonded indebtedness of two hundred thousand dollars used in equipping the property; on the other hand, the rates charged for transportation have not been such as could be expected to develop such a volume of traffic as would make it a profitable enterprise.

Substantially all the traffic handled over this road is what may be termed through traffic; which is to say, traffic having either its origin or destination at some point beyond its connection with the Southern Railway at Andrews, North Carolina. Under its method of operation up to the present time, the freight charges on this traffic have been made up of the full rate of the connecting line to or from Andrews, North Carolina, plus the full rate charged by the Carolina and Georgia Railway for its service and this full combination of rates makes a total charge that would be considered unreasonable as a through rate and in many cases represents such a large proportion of the total value of the commodities handled as to discourage the development of traffic over this line. In fact, the evidence shows that considerable quantities of such heavy commodities as cross-ties and other forest products are handled by truck from the terminus of this road at Hayesville to Murphy, North Carolina, for direct delivery either to the Southern Railway or the Louisville and Nashville. The full assumption of a common carrier status by the Carolina and Georgia Railway and the publication by it in legal form of freight tariff covering its rates and charges would automatically result in a substantially lower basis of through rates between points on the Carolina and Georgia Railway and all points in North Carolina; in that, upon the publication of such tariff all through

rates would be computed by combining the local rate of the Carolina and Georgia Railway with seventy-five per cent of the rate of the connecting system line instead of as at the present time adding the full rate of the connecting system line. This would at once establish a much more reasonable basis of rates between points on the Carolina and Georgia Railway and all other points in North Carolina and would make the use of this line much more attractive to all shippers on its line in reaching other points in this State, as practically the toal business originating on the line is joint-haul traffic.

The Corporation Commission is without authority to prescribe a basis of through interstate rates, but we assume that the establishment of a common carrier status by the Carolina and Georgia Railway and the publication in legal form of a freight tariff covering its rates would result in the extension to the Carolina and Georgia Railway of what has come to be pretty general practice on the part of system railway lines in relation to short line connections of establishing through interstate rates in connection with such lines on a reasonable basis, generally less than full combination of rates.

The 24.84 miles of line of the Carolina and Georgia Railway, extending from Andrews, on the Southern, to Hayesville, the county seat of Clay County, is the only railway line that touches Clay County. The timber resources of this county that can be served by this line of railroad are of immense volume because of the fact that there have been no railroad facilities for transporting forest products to market and the bulk of its forest area is still uncut. The operation of this railroad line over a period of five years has fallen a little short of meeting its bare operating expenses. It seems clear to us that the establishment of reasonable joint through rates over this line of railroad would be greatly beneficial to shippers in the territory served by it and would also result in developing such volume of business as would enable it to earn some profit.

There is no issue before us on this complaint with relation to establishment of depot facilities or agencies, the simple purpose of the complainants being to secure the establishment of a reasonable basis of rates for handling their commodities which consist principally of forest products. We believe, however, that it would be advantageous to the carrier as well as to its patrons to establish a depot and agency at the terminus of its line at Hayesville and that this would be very helpful in the handling of its business and in the development of additional traffic which is very much needed by the carrier.

In consideration of the facts presented, we find that the Carolina and Georgia Railway Company owes the obligations of a common carrier; and, it is

ORDERED, That the Carolina and Georgia Railway Company publish and file with the Corporation Commission a tariff of freight charges no higher than the schedule of local charges submitted by it at the hearing, the said tariff to become effective by its own terms on and after April 15, 1926.

By order of the Commission:
This 18th day of March, 1926.
Docket No. 6397.

R. O. SELF,
Clerk.

J. B. WHITE, W. M. ANDERSON AND J. L. SELLERS, INDIVIDUALLY AND AS BOARD OF COUNTY COMMISSIONERS OF CLAY COUNTY, NORTH CAROLINA, FOR THEMSELVES AND ALL OTHER CITIZENS AND TAXPAYERS OF CLAY COUNTY, NORTH CAROLINA; AND, J. W. LEDFORD, J. N. ELLIOTT, C. A. BROWN, P. H. PALMER AND J. W. PORTER, FOR THEMSELVES AND OTHER CITIZENS AND TAXPAYERS OF VALLEYTOWN TOWNSHIP, CHEROKEE COUNTY, NORTH CAROLINA, v. CAROLINA AND GEORGIA RAILWAY COMPANY.

ORDER POSTPONING EFFECTIVE DATE OF ORDER OF MARCH 18, 1926

For good cause shown, the provisions of order of the Commission in the above entitled matter, dated March 18, 1926, requiring the Carolina and Georgia Railway Company to publish and file tariff with this Commission to become effective April 15, 1926, is hereby postponed to become effective May 1, 1926.

By order of the Commission:

R. O. SELF,
Clerk.

This 14th day of April, 1926.

Docket No. 6397.

IN THE MATTER OF THE APPLICATION OF WEAVERVILLE ELECTRIC AND TELEPHONE COMPANY FOR INCREASE IN TELEPHONE RATES IN THE TOWN OF WEAVERVILLE.

ORDER

This is a petition of the Weaverville Electric and Telephone Company for increase in rates in the Town of Weaverville and was filed originally on January 6, 1926, but was returned to the petitioner for the purpose of taking the matter up with the Board of Aldermen of the Town of Weaverville in order to forego the necessity for the local people attending a hearing in Raleigh. The application has been returned with the approval of the petition by the Board of Aldermen of the Town of Weaverville; therefore, it is

ORDERED, That the Weaverville Electric and Telephone Company be, and is hereby authorized to charge monthly rental rates for telephone service on its Weaverville exchange, effective April 1, 1926, as follows:

	<i>1-Party</i>	<i>2-Party</i>	<i>4-Party</i>
Business	\$3.50	\$3.00	\$2.50
Residence	2.25	2.00	1.75

By order of the Commission:

R. O. SELF,
Clerk.

This 20th day of March, 1927.

Docket No. 6379.

**IN RE PETITION OF SUBSCRIBERS OF THE PINEVILLE EXCHANGE,
OPERATED BY THE FORT MILL TELEPHONE EXCHANGE, S. L.
MEACHAM, PROPRIETOR, FORT MILL, SOUTH CAROLINA, FOR IN-
CREASE IN TELEPHONE RATES IN THE TOWN OF PINEVILLE,
NORTH CAROLINA, IN RETURN FOR TWENTY-FOUR HOUR SERVICE.**

ORDER

There are fifty-four local subscribers in the Town of Pineville who have signed a petition requesting the increase in rate in return for twenty-four hour service. For the reason that the subscribers have petitioned for this change, we are not going into the merits of the request but merely granting same upon request, as it appears that the subscribers have made the arrangement with the telephone company and are satisfied with the proposed rates if they can get good, continuous service; therefore, it is

ORDERED, That Mr. S. L. Meacham, Proprietor of the Pineville Exchange, be, and is hereby, authorized to charge for telephone rental service on his Pineville Exchange, effective April 1, 1926, the following rates:

<i>Class of Service</i>	<i>Monthly Rate</i>
Business, 1-party	\$3.00
Business, 2-party	2.50
Business, multi-party	2.50
Residence, 1-party	2.00
Residence, 2-party	1.75
Residence, 4-party	1.50
Residence, multi-party	2.00

By order of the Commission:
This 20th day of March, 1926.
Docket No. 6399.

R. O. SELF,
Clerk.

**IN RE PETITION OF S. C. QUEEN, WILL NICHOLSON, AND LAMBERT
MELTON v. JACKSON COUNTY BUS LINE, INC.**

ORDER

This is a petition in which S. C. Queen, Will Nicholson and Lambert Melton complain that the service rendered by the Jackson County Bus Line, Incorporated, between Sylva and Rich Mountain over Highway No. 106 is in violation of the certificate rights granted by the Corporation Commission under Chapter 50, Public Laws of 1925, and ask that the respondent's license certificate therefor be revoked.

The case was set for hearing, and heard by the Commission, in Sylva on March 10, 1926, both petitioners and respondent being represented by counsel. It developed at the hearing that the above-named petitioners operate in this vicinity automobiles for hire under the license tax provided in Section 61, Chapter 101, Public Laws of 1925, known as the Revenue Act, and it further appeared that considerable competition has existed between this class of operators and the Jackson County Bus Line, Incorporated.

The principal complaint of the petitioners is that the respondent violated its authority under the law by failure to operate its schedule for a con-

siderable period of time during the winter months. It was admitted that a part of its schedules were not made during the last few days of December and that its schedules were abandoned entirely during the month of January and the first few days in February. It was shown by abundant proof, however, that the condition of part of the road over which it operates was in such condition during this period that it was physically impossible to operate its cars over it during this period. The operation is over a dirt road, a part of which has no gravel surface, and the rains and succeeding freezes and thaws made this part of the road impassable during this period for the type of equipment operated by this company.

A carrier should be required to furnish such service as will meet the reasonable requirements of public necessity and as may be reasonably furnished under existing conditions. It appears that the respondent company restored its regular schedule service as soon as the road conditions would permit the operation of this service and that regular schedules are now being maintained.

The petition will be dismissed.

By order of the Commission:

This 26th day of March, 1926.

R. O. SELF,

Clerk.

IN THE MATTER OF THE PETITION OF THE SOUTHERN RAILWAY COMPANY FOR AN ORDER OF THE CORPORATION COMMISSION OF NORTH CAROLINA, APPROVING THE CONDEMNATION OF CERTAIN LANDS OF ELIZABETH B. HENDERSON, ELIZABETH HENDERSON COTTEN, MARY F. HENDERSON, JOHN S. HENDERSON AND WIFE, RUTH KING HENDERSON, ARCHIBALD HENDERSON AND WIFE, M. C. HENDERSON, SITUATE IN THE CITY OF SALISBURY, NORTH CAROLINA.

ORDER

This cause coming on to be heard upon the petition of the Southern Railway Company for an order approving the condemnation of certain lands of Elizabeth B. Henderson, Elizabeth Henderson Cotten, Mary F. Henderson and John S. Henderson and wife, Ruth King Henderson, and Archibald Henderson and wife, M. C. Henderson, situate in the City of Salisbury, North Carolina, and it appearing to the Commission that the petitioner is a common carrier of freight and passengers for hire in the State of North Carolina and possesses and enjoys the right of eminent domain and it further appearing that the condemnation of said lands is necessary in order that the petitioner may construct, maintain and operate an additional or double line of railway from Salisbury to Majolica, in the county of Rowan, and State of North Carolina, a distance of approximately six (6) miles and that the construction of the said additional or double line of railway will be of benefit to the traveling public and shippers and consignees of the State of North Carolina and will enable the petitioner to move with greater dispatch and facility its passengers and freight and it further appearing that the petitioner has been unable to acquire by contract or agreement with the owners thereof the said tract of land,

It is therefore on motion of Linn & Linn, attorneys for the Southern Railway Company,

ORDERED AND ADJUDGED, That the condemnation of the aforesaid lands by the said Southern Railway Company be and the same is hereby approved.

By order of the Commission:

R. O. SELF,

This 31st day of March, 1926.

Clerk.

Docket No. 6401.

PETITION OF THE SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY FOR THE ESTABLISHMENT OF TELEPHONE SERVICE AND RATES AT LAKE JUNALUSKA, NORTH CAROLINA.

ORDER

This is a petition of the Southern Bell Telephone and Telegraph Company to establish telephone service at Lake Junaluska, a summer resort on the Southern Railway two miles east of Waynesville, North Carolina.

The Southern Bell Telephone and Telegraph Company has a service known as multi-party rural line service which probably could have served this resort at a very much less rate than that filed by the petitioner, but it appears that many of those desiring service at Lake Junaluska prefer individual line service to multi-party service.

A seasonal rate is always more expensive than a yearly rate for the reason that the facilities have to be taken out or are out of commission a portion of the year. The custom of making seasonal rates approximately three-fourths of the annual total rates is practiced all over the country by commissions and rate-making bodies; but petitioner states that because of the short season at Lake Junaluska, it is willing to base the seasonal rate upon one-half the yearly total rate; therefore, it is

ORDERED, That the petition be granted and that petitioner be, and is hereby, authorized to charge the following rates at Lake Junaluska.

SEASONAL SERVICE AND ANNUAL SERVICE

	<i>Three Months Term</i>	<i>Each Additional Month</i>	<i>12 Mo. Term per Month</i>
Business Individual Line	\$41.00	\$6.84	\$6.84
Business Four-Party Line	20.00	3.34	3.34
Residence Individual Line	33.50	5.67	5.67
Residence Four-Party Line	15.50	2.58	2.58

By order of the Commission:

R. O. SELF,

This 1st day of April, 1926.

Clerk.

Docket No. 6402.

IN RE APPLICATION OF THE SOUTHERN BELL TELEPHONE AND
TELEGRAPH COMPANY TO ESTABLISH RURAL MULTI-PARTY
SERVICE ON ITS GIBSON, NORTH CAROLINA, EXCHANGE.

ORDER

Petition of the Southern Bell Telephone and Telegraph Company for authority to establish rural multi-party telephone service on its Gibson Exchange is received, and it appearing that the petitioner does not now offer to the public such service; and it further appearing that the proposed service will greatly aid rural communities to obtain telephone service at a reasonable rate; therefore, it is

ORDERED, That the petitioner is hereby authorized to charge the following rates on said exchange:

Within two miles, air line measurement, of the Gibson Base Rate Area rural multi-party line service is furnished at the following monthly rates:

Business	\$2.25
Residence	1.75

Beyond two miles, air line measurement, of the Gibson Base Rate Area a mileage charge of 25c per mile, or fraction thereof, applies to each main station.

Rural multi-party line service is furnished only when the Company has space available on existing pole routes. All lateral routes and circuits thereon for connection with the Company's main line are to be furnished and maintained by the applicant.

By order of the Commission:

This 1st day of April, 1926.

Docket No. 6403.

R. O. SELF,
Clerk.

IN RE APPLICATION OF THE SOUTHERN BELL TELEPHONE AND
TELEGRAPH COMPANY TO ESTABLISH RURAL MULTI-PARTY
SERVICE ON ITS HAMLET, NORTH CAROLINA, EXCHANGE.

ORDER

Petition of the Southern Bell Telephone and Telegraph Company for authority to establish rural multi-party telephone service on its Hamlet Exchange is received, and it appearing that the petitioner does not now offer to the public such service; and it further appearing that the proposed service will greatly aid rural communities to obtain telephone service at a reasonable rate; therefore, it is

ORDERED, That the Petitioner is hereby authorized to charge the following rates on said exchange:

Within two miles, air line measurement, of the Hamlet Base Rate Area rural multi-party line service is furnished at the following monthly rates:

Business	\$2.75
Residence	2.00

Beyond two miles, air line measurement, of the Hamlet base rate area a mileage charge of 25c per mile, or fraction thereof, applies to each main station.

Rural multi-party line service is furnished only when the company has space available on existing pole routes. All lateral routes and circuits thereon for connection with the Company's main line are to be furnished and maintained by the applicant.

By order of the Commission:

This 1st day of April, 1926.

Docket No. 6403.

R. O. SELF,
Clerk.

**IN RE APPLICATION OF THE SOUTHERN BELL TELEPHONE AND
TELEGRAPH COMPANY TO ESTABLISH RURAL MULTI-PARTY
SERVICE ON ITS LAURINBURG, NORTH CAROLINA, EXCHANGE.**

ORDER

Petition of the Southern Bell Telephone and Telegraph Company for authority to establish rural multi-party telephone service on its Laurinburg Exchange is received, and it appearing that the petitioner does not now offer to the public such service; and it further appearing that the proposed service will greatly aid rural communities to obtain telephone service at a reasonable rate; therefore, it is

ORDERED, That the Petitioner is hereby authorized to charge the following rates on said exchange:

Within two miles, air line measurement, of the Laurinburg Base Rate Area rural multi-party line service is furnished at the following monthly rates:

Business	\$2.75
Residence	2.00

Beyond two miles, air line measurement, of the Laurinburg Base Rate Area a mileage charge of 25c per mile, or fraction thereof, applies to each main station.

Rural multi-party line service is furnished only when the company has space available on existing pole routes. All lateral routes and circuits thereon for connection with the Company's main line are to be furnished and maintained by the applicant.

By order of the Commission:

This 1st day of April, 1926.

Docket No. 6403.

R. O. SELF,
Clerk.

**IN RE APPLICATION OF THE SOUTHERN BELL TELEPHONE AND
TELEGRAPH COMPANY TO ESTABLISH RURAL MULTI-PARTY
SERVICE ON ITS ROCKINGHAM, NORTH CAROLINA, EXCHANGE.**

ORDER

Petition of the Southern Bell Telephone and Telegraph Company for authority to establish rural multi-party telephone service on its Rockingham

Exchange is received, and it appearing that the petitioner does not now offer to the public such service; and it further appearing that the proposed service will greatly aid rural communities to obtain telephone service at a reasonable rate; therefore, it is

ORDERED, That the petitioner is hereby authorized to charge the following rates on said exchange:

Within two miles, air line measurement, of the Rockingham Base Rate Area rural multi-party line service is furnished at the following monthly rates:

Business	\$2.75
Residence	2.00

Beyond two miles, air line measurement, of the Rockingham base rate area a mileage charge of 25c per mile, or fraction thereof, applies to each main station.

Rural multi-party line service is furnished only when the Company has space available on existing pole routes. All lateral routes and circuits thereon for connection with the Company's main line are to be furnished and maintained by the applicant.

By order of the Commission:

R. O. SELF,
Clerk.

This 1st day of April, 1926.

Docket No. 6403.

**PETITION OF THE WESTERN CAROLINA TELEPHONE COMPANY FOR
THE ESTABLISHMENT OF SEASONAL RATES AT FRANKLIN,
NORTH CAROLINA.**

ORDER

This is a petition of the Western Carolina Telephone Company, of Franklin, N. C., to establish seasonal rates for telephone service at Franklin, N. C.

A seasonal rate is always more expensive than a yearly rate for the reason that the facilities have to be taken out or are out of commission a portion of the year. The custom of making seasonal rates approximately three-fourths of the annual total rates is practiced all over the country, by commissions and rate making bodies; but petitioner states that because of the short season at Franklin, it is willing to base the seasonal rate upon one-half the yearly total rate; therefore, it is

ORDERED, That the petition be granted and that petitioner be, and is hereby, authorized to charge the following rates within the base rate area at Franklin:

SEASONAL SERVICE—PAYABLE IN ADVANCE

	<i>Three Months Term</i>	<i>Each Additional Month</i>
Business Individual Line.....	\$21.00	\$3.50
Business Two-party Line.....	18.00	3.00
Residence Individual Line.....	13.50	2.25
Residence Four-party Line.....	12.00	2.00

Outside the base rate area and within the territory regularly served by primary classes of service, the following rates, plus authorized extra mileage charges, shall apply:

SEASONAL SERVICE
(Payable in advance)

	<i>Three Months Term</i>	<i>Each Additional Month</i>
Business Individual Line.....	\$21.00	\$3.50
Business Multi-party Line.....	18.00	3.00
Residence Individual Line.....	13.50	2.25
Residence Multi-party Line.....	12.00	2.00

By order of the Commission:
This 8th day of April, 1926.
Docket No. 6405.

R. O. SELF,
Clerk.

IN RE PETITION OF PIEDMONT TELEPHONE AND TELEGRAPH COMPANY FOR INCREASE IN RATES UPON THE INSTALLATION OF COMMON BATTERY TELEPHONE SYSTEM IN THE TOWN OF SHELBY.

ORDER

Upon the application of Piedmont Telephone and Telegraph Company it appears that said company executed an agreement on June 9, 1919, with the Town of Shelby relative to installation by the said Telephone Company in said town of a common battery telephone system, the agreement being that when said common battery system was installed and the number of telephones installed on said exchange exceeded one thousand that the telephone company could increase its rates according to the schedule set forth in the agreement.

Now comes the Mayor and Board of Aldermen of the Town of Shelby and by resolution, duly certified, in a regular meeting of the said board, March 31, 1926, does state that the number of telephones now in service on the said Shelby Exchange of the petitioner does exceed the number of one thousand and conforming to the stipulations of agreement gives approval to the proposed schedule of rates on the Shelby exchange, so as to extend to the local subscribers of said service within the corporate limits of Greater Shelby said proposed rates; therefore it is

ORDERED, That the Piedmont Telephone and Telegraph Company be, and the same is hereby, authorized to charge for rental service on its Shelby exchange the following monthly rates, effective May 1, 1926:

Unlimited Special Line Business Stations.....	\$4.00 per month
Unlimited Duplex Line Business Stations	3.50 per month
Unlimited Harmonic Line Business Stations.....	3.00 per month
Unlimited Duplex Line Business Stations	2.50 per month
Unlimited Duplex Line Residence Stations.....	2.00 per month
Unlimited Harmonic Line Residence Stations.....	1.75 per month

By order of the Commission:
This 14th day of April, 1926.
Docket No. 6406.

R. O. SELF,
Clerk.

SOUTHERN CANNING AND PACKING COMPANY v. ABERDEEN AND ROCKFISH RAILROAD COMPANY, ATLANTIC AND WESTERN RAILROAD COMPANY, ATLANTIC COAST LINE RAILROAD COMPANY, ATLANTIC AND YADKIN RAILWAY COMPANY (A. E. Smith and J. W. Fry, Receivers), LAURINBURG AND SOUTHERN RAILROAD COMPANY, CAROLINA AND NORTHWESTERN RAILWAY COMPANY, CLINCHFIELD RAILROAD, MOORE CENTRAL RAILROAD, NORFOLK AND WESTERN RAILWAY COMPANY, NORFOLK SOUTHERN RAILROAD COMPANY, SOUTHERN RAILWAY COMPANY, WINSTON-SALEM SOUTHBOUND RAILWAY.

ORDER

Complainants in this case have established a new industry in the City of Wilmington, N. C., namely, that of packing fruits in cold packages, and are asking the Corporation Commission to establish rates on peaches and strawberries in carloads from the fruit producing territory to Wilmington, where the fruit is to be cold packed, or put up in packages and reshipped.

A hearing was held in Raleigh, April 23, 1926. Complainants distinctly disavowed any desire for establishment of rates to apply on fruit in competition with rates on fruit for local consumption or resale. They stated it is their purpose to buy fruit, for manufacturing into the cold packing state at Wilmington, which would usually go to waste from either not being gathered at all, or that which is usually found to be unfit for other than manufacturing purposes.

Carriers in responding to contentions of complainants stated that while they desire to encourage this industry in every reasonable way they were not in position to accord these commodities, viz., peaches and strawberries, any reduction from the regular local rates as they feel that should any concession be made it might eventually involve the extension of such concessions to other fruits and vegetables. The carriers, moreover, undertook to show the present local charges would not be unreasonable and would enable the Southern Canning and Packing Company to do business freely.

It appears to the Commission from the evidence that there is produced in both the berry and peach belts of the State fruit which often goes to waste because of inferiority either in the fruit as to grade, or for other reasons which make it exceedingly desirable not only from the standpoint of the producer, or shipper, but also from the standpoint of the carrier to have an arrangement such as is now proposed to be established by the Southern Canning and Packing Company whereby such fruit may be saved or preserved and eventually reach consuming centers at some profit to all parties concerned. However, it also appears that in order that the Southern Packing and Canning Company be enabled to handle these undergraduate products it is necessary that there be some reduction in rates on this class of fruit into the packing point and commodity rates outbound to final destination, and we are informed that the carriers have voluntarily established satisfactory outbound rates.

The Commission is of the opinion, and so finds, the present local rates on peaches and strawberries, carloads, will prohibit the successful handling of inbound peaches and strawberries for the purpose as referred to above,

and that it will be advantageous to all concerned to have rates established which will enable the saving of undergrade fruit in line with the spirit of rates, now in effect particularly on the Southern Railway, applying on cull and windfall apples for manufacturing into vinegar, etc.

Our Exception Sheet now provides for the sixth class rating on blackberries and dewberries for manufacturing purposes, carload, 24,000 pounds minimum, and it appears reasonable that peaches and strawberries should be accorded like rating.

IT IS ORDERED, That the carriers named above and all other carriers by rail within the State be and they are hereby ordered and directed to put in force on or before May 8, 1926, the sixth class rating applicable on blackberries, dewberries, peaches and strawberries, owner's risk, for manufacturing or cold packing purposes, in straight or mixed carloads, 24,000 pounds minimum, between points in North Carolina.

By order of the Commission:

This 27th day of April, 1926.

Docket No. 6411.

R. O. SELF,
Clerk.

J. J. THAXTON, AND OTHER CITIZENS, PROPERTY OWNERS AND TAX PAYERS OF CLUB BOULEVARD SECTION AND VICINITY v. DURHAM PUBLIC SERVICE CORPORATION.

ORDER

This cause was instituted by petition filed by J. J. Thaxton, and other citizens, property owners and tax payers of Club Boulevard section and vicinity of the City of Durham, petitioners, against the respondent, Durham Public Service Corporation, on April 11, 1925. Answer of the respondent was duly filed on April 27, 1925. The petitioners ask for the re-establishment of street car service along Club Boulevard in the City of Durham, and base their request for the re-establishment of said service upon (1) contract made and entered into between West End Land Company and the Durham Traction Company, which is now the Durham Public Service Company, whereby the Durham Traction Company, now the Durham Public Service Company, was to construct a street car line along Club Boulevard and maintain thereon a schedule of street car service, in consideration of a certain amount of stock of the West End Land Company and (2) upon general public service, necessity and convenience.

A hearing was duly had, at which time evidence in support of the petition was introduced by the petitioners and others, tax payers of Club Boulevard section, and in answer to the contentions and in support of the answer by the respondent, Durham Public Service Company.

Upon a consideration of the petition and answer and the evidence introduced at the hearing, the Commission concludes:

First. The Corporation Commission is without authority to enforce the obligations imposed by the contract. The contract entered into between the West End Land Company and the Durham Traction Company, now the Durham Public Service Company, is one of the causes upon which the peti-

tioners base their request that the Durham Public Service Company be required to reinstate and maintain a street car service along Club Boulevard. The terms of the contract are not set out in either the petition or answer, but insofar as the contract may be applicable to the situation and insofar as the same may regulate the rights and duties of the respective parties, the terms of the contract control and the Commission is without authority or jurisdiction in the matter.

Second. That upon the hearing of the evidence and a consideration of this cause upon the merits, as shown by the evidence, sufficient demand, necessity and public convenience is not shown to warrant the Commission requiring the re-institution of the street car service along Club Boulevard, as petitioned for by the petitioners herein, especially in view of the transportation service now being furnished by the respondent.

Third. That pending the determination of this cause by the Corporation Commission and on the 6th day of October, 1925, the City of Durham, which is not a party to this cause, either as petitioner or an interpleader, by due authority adopted an ordinance by which provision was made for the operation of bus service in lieu of street car service upon certain streets and in certain sections of the City of Durham, upon compliance with certain rules and regulations enacted by properly constituted authority of the City of Durham and pursuant to said ordinance and upon compliance with the rules and regulations by the Durham Public Service Company, permit was duly issued to the Durham Public Service Company authorizing it to operate a bus service along Club Boulevard, in lieu of the street car service formerly operated by said respondent along said Club Boulevard.

It is therefore, upon said conclusions, ordered that this cause be, and the same is, hereby dismissed.

By order of the Commission:

R. O. SELF,

Clerk.

This 6th day of May, 1926.

Docket No. 6278.

R. C. BELK SAND COMPANY v. SEABOARD AIR LINE RAILWAY COMPANY, AND OTHER COMMON CARRIERS BY RAIL WITHIN THE STATE.

ORDER

This complaint alleges rates on moulding sand in carloads from Mount Holly, N. C., to North Carolina destinations are unreasonable as compared with rates on common sand. A hearing in the matter was held in Raleigh, April 23, 1926.

The Commission has never prescribed rates for general use on moulding sand, in fact it has heretofore been understood there was no moulding sand produced in the State. Some months ago upon application of the Seaboard Air Line Railway, containing information that shippers on their lines had agreed that moulding sand rates might be somewhat higher than rates on common sand, the Commission approved the application, subject to reviewal upon complaint. As a result the Seaboard Air Line Railway issued rates

on moulding sand, carload, made one hundred fifty (150%) per cent of common sand rates from Mount Holly, N. C., to certain North Carolina destinations in their I. C. C. No. A-7117.

It now appears that complainants have had their sand tested and the fact established that they have moulding sand for shipment and the Commission is now called upon to fix basis for rates on this class of sand for state-wide application. Complainants show by testimony that their moulding sand is sold principally to foundries and the price is \$1.50 per ton, F. O. B. cars, Mount Holly. It is necessary to use box car equipment for shipping to protect the sand from rain and cinders. Common sand rates are asked for to apply on this moulding sand upon the grounds that moulding sand sells for no more than gravel and crushed stone, both of which commodities move on the same rates as common sand.

The carriers contend that moulding sand has always been considered a higher class commodity than paving materials, that the Interstate Commerce Commission in all decisions has recognized this, and has always rated this commodity higher than other sand between interstate points.

The Commission is of the opinion, and so finds, that rates on moulding sand in effect from Mount Holly to North Carolina points, as shown in S. A. L. Railway I. C. C. No. A-7117 are unreasonably high when compared with rates on other low grade heavy commodities such as stone and sand, which have so near the same transportation characteristics; however, there is one feature entering into the handling of moulding sand which differentiates this class of sand from the other low grade commodities, viz: that of protection against weather and cinders, necessitating the use of closed equipment instead of open top equipment as in the case of other commodities named. This feature, it appears to the Commission, is sufficient to make some difference in the freight charges.

IT IS ORDERED, That all common carriers by rail within the State be, and they are hereby ordered and directed to put in force and effect May 25, 1926, rates on moulding sand, carload, from Mount Holly to all points within the State rates made twenty (20%) per cent higher than current rates on common sand, carload, and carriers will be expected to apply this basis for other rates on moulding sand when and if called upon to establish rates in future.

By order of the Commission:

R. O. SELF,

Clerk.

This 12th day of May, 1926.

Docket No. 6414.

IN RE PETITION OF THE SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY FOR THE ESTABLISHMENT OF RURAL MULTI-PARTY LINE SERVICE AT ITS CANTON EXCHANGE.

ORDER

The petition of the Southern Bell Telephone and Telegraph Company is made for the establishment of Rural Multi-party service within two miles of the Canton base rate area and inasmuch as this service does not now

exist and it is the desire of the petitioner to get prospective subscribers to this preferred service, it is

ORDERED, That the petitioner's request be granted and that said petitioner be authorized to charge the following monthly rates.

Within two miles, air line measurement, of the Canton base rate area rural multi-party service is furnished at the following monthly rates:

Business	\$2.25
Residence	1.75

Beyond two miles, air line measurement, of the Canton base rate area a mileage charge of 25c per mile, or fraction thereof applies to each main station.

Rural multi-party line service is furnished only when the Company has space available on existing pole routes. All lateral routes and circuits thereon for connection with the Company's main line are to be furnished and maintained by the applicant.

By order of the Commission:

R. O. SELF,

This 21st day of May, 1926.

Clerk.

Docket No. 6417.

IN RE PETITION OF THE CAROLINA TELEPHONE AND TELEGRAPH COMPANY FOR THE ESTABLISHMENT OF RURAL MULTI-PARTY LINE SERVICE AT ITS NORTH CAROLINA EXCHANGES.

ORDER

The petition of the Carolina Telephone and Telegraph Company is made for the establishment of Rural Multi-Party Line service within two miles of the base rate area of certain of its exchanges in North Carolina, as listed below, and inasmuch as this service does not now exist and it is the desire of the petitioner to get prospective subscribers to this preferred service, it is

ORDERED, That the petitioner's request be granted and that said petitioner be authorized to charge the following monthly rates:

Within two miles, air line measurement, of the base rate area of certain of its exchanges in North Carolina, as listed below, rural multi-party line service is furnished at the following monthly rates:

	Business	Residence
Rocky Mount	\$3.50	\$2.50
Wilson	3.50	2.50
Fayetteville	3.00	2.00
New Bern	3.00	2.00
Kinston	3.00	2.00
Washington	3.00	2.00
Henderson	3.00	2.00
Greenville	3.00	2.00
Tarboro	2.75	2.00
Dunn	2.75	2.00
Oxford	2.50	2.00
Smithfield	2.25	1.75
Weldon	2.25	1.75

Clinton	\$2.25	\$1.75
Roanoke Rodipds	2.25	1.75
Louisburg	2.25	1.75
Enfield	2.25	1.75
Warrenton	2.25	1.75
Maxton	2.25	1.75
Scotland Neck	2.25	1.75
Morehead City	2.25	1.75
Williamston	2.25	1.75
Farmville	2.25	1.75
Littleton	2.25	1.75
Raeford	2.25	1.75
Ayden	2.25	1.75
Benson	2.25	1.75
Nashville	2.25	1.75
Red Springs	2.25	1.75
Wake Forest	2.25	1.75
Beaufort	2.25	1.75
Spring Hope	2.25	1.75
LaGrange	2.25	1.75
Elm City	2.25	1.75
Franklinton	2.25	1.75
Plymouth	2.25	1.75
Lillington	2.25	1.75
Whitakers	2.25	1.50
Norlina	2.25	1.50
Kenly	2.25	1.50
Macon	2.25	1.50
Pinetops	2.25	1.50
Jackson	2.25	1.50
Youngsville	2.25	1.50
Ahoskie	2.25	1.50
Windsor	2.25	1.50
Aulander	2.25	1.50
Winton	2.25	1.50

Beyond two miles, air line measurement, of the base rate area of the exchanges listed above, a mileage charge of 25 cents per mile, or fraction thereof applies to each main station.

Rural multi-party line service is furnished only when the Company has space available on existing pole routes. All lateral routes and circuits thereon for connection with the Company's main line are to be furnished and maintained by the applicant.

By order of the Commission:

R. O. SELF,

This 21st day of May, 1926.

Clerk.

Docket No. 6418.

IN RE APPLICATION FOR RATES IN TOWN OF LINCOLNTON ON
PHONES OF PIEDMONT TELEPHONE AND TELEGRAPH COMPANY.

ORDER

It being made to appear to the Corporation Commission of the State of North Carolina, upon duly certified copy of resolution adopted by the Board of Aldermen of the Town of Lincolnton, North Carolina, on May 18, 1926,

that an agreement has been made by the said Town of Lincolnton, as to the rates to be charged by the Piedmont Telephone and Telegraph Company on phones installed within said Town;

And it further appearing that the rates fixed by said resolution are as hereinafter set out and ordered by the Commission, now, therefore, it is

ORDERED, That the rates to be charged by the Piedmont Telephone and Telegraph Company for phones installed within the Town of Lincolnton, North Carolina, be, and the same are hereby, fixed as follows:

Unlimited Special Line Business Stations	\$4.00 per month
Unlimited Duplex Line Business Stations.....	3.50 per month
Unlimited Special Line Residence Stations	2.50 per month
Unlimited Duplex Line Residence Stations	2.00 per month

Effective June 1, 1926.

By order of the Commission:

This 25th day of May, 1926.

Docket No. 6420.

R. O. SELF,
Clerk.

IN THE MATTER OF HALIFAX LUMBER COMPANY, PETITION FOR
LICENSE TO ACT AS A LIMITED COMMON CARRIER, TO HANDLE
FREIGHT AND PASSENGERS, SUPERSEDING LICENSE HERETO-
FORE GRANTED THE HOLLISTER LUMBER COMPANY.

ORDER

This is a petition of the Halifax Lumber Company, a corporation duly organized and operating in the State of North Carolina, having succeeded to the property heretofore owned by the Hollister Lumber Company, including the standard gauge steam railroad extending from Vaughn, N. C., a station on the Seaboard Air Line Railway in Warren County, to Hollister, in Halifax County, a distance of approximately fifteen miles.

The Halifax Lumber Company petitions this Commission for authority to continue in effect the license heretofore granted to the Hollister Lumber Company for carrying freight and passengers over said logging railroad. Proposed freight tariff is attached to the petition and also a proposal that the Halifax Lumber Company charge each way for passengers the sum of twenty-five cents (\$.25) as a minimum, and that the maximum charge be made one dollar (\$1.00) per passenger, to be regulated according to distance traveled by said passenger over the logging road.

IT IS ORDERED, That the Halifax Lumber Company be, and under Section 1039, of the Consolidated Statutes of North Carolina, it is hereby authorized to put in force on and after June 15, 1926, rates on freight as shown in proposed local tariff submitted with said petition and now on file in the office of the Commission; also to charge passengers a minimum charge of twenty-five (\$.25) cents per passenger, and a maximum of one dollar (\$1.00) per passenger, the intermediate charges to be regulated according to distance traveled over the said logging road.

By order of the Commission:

This 26th day of May, 1926.

Docket No. 6421.

R. O. SELF,
Clerk.

PIEDMONT AND NORTHERN RAILWAY COMPANY v.
MARY E. SIDES, ET AL.

ORDER

In the above entitled proceeding it has been made to appear to the Commission that the petitioner and the respondents have amicably adjusted the differences between them; therefore, upon motion of counsel for petitioner, it is

ORDERED, That the petition be, and is hereby, dismissed without prejudice to the rights of either party.

By order of the Commission:

This 26th day of May, 1926.

Docket No. 6415.

R. O. SELF.

Clerk.

IN RE PETITION OF THE SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY FOR THE ESTABLISHMENT OF SEASONAL HOTEL PRIVATE BRANCH EXCHANGE SERVICE.

ORDER

This is a petition by the Southern Bell Telephone and Telegraph Company for the establishment of seasonal hotel private branch exchange service, and more especially for its Blowing Rock Exchange, which is now in course of construction; and, as no seasonal private branch exchange service rates have heretofore been established; it is, therefore,

ORDERED, That the Southern Bell Telephone and Telegraph Company is hereby authorized to charge the following rates for the following classes of service on its several exchanges in this State, effective from date of issue of this order:

EXCEPTIONS TO GENERAL EXCHANGE TARIFF

The rates and regulations for the classes of service and equipment given below are as specified in the General Exchange Tariff, with the exceptions indicated.

Hotel Private Branch Exchange Service

Switchboards

"Lines in use" as used herein is to be interpreted to mean trunk lines and Station circuits.

10 or less lines in use	\$ 3.00
11 to 30 lines in use	4.50
31 to 60 lines in use	6.00
61 to 100 lines in use.....	7.50
101 to 150 lines in use.....	9.00
151 to 200 lines in use.....	10.50
201 to 260 lines in use.....	12.00
261 to 320 lines in use	13.50

Trunk Lines**Message Rate:**

First, both-way only, including an allowance of 100 local messages per month.....	\$ 4.00
Additional, without message allowance, each.....	2.00
Stations, each .....	.75

NOTE. Where the subscriber installs and maintains the inside wiring, the charge for each station is 50c per month.

Battery Power, within base rate area:

Systems of 10 stations or less.....	\$ 1.50
Systems of 11 stations to 30 stations.....	2.50
Systems of 31 stations to 60 stations.....	4.00
Systems of over 60 stations.....	5.00
Ringing Circuit, within base rate area.....	1.50

All the foregoing Private Branch Exchange rates contemplate installations for service throughout the year and under contract reciting an initial term period of five years. Where service is furnished for a season term period of six months or less, a minimum charge of six months plus 50 per cent will apply to the switchboard and stations. Covering trunk lines, battery power and ringing circuit, the regular monthly rates apply for the period of actual service.

By order of the Commission:

R. O. SELF.

This 29th day of May, 1926.

Clerk.

Docket No. 6424.

S. I. KING, AND SUCH OTHER CITIZENS OF BRUNSWICK AND COLUMBUS COUNTIES, WHO MAKE THEMSELVES PARTIES v. BEAUFORT COUNTY LUMBER COMPANY, OF NORTH CAROLINA.

ORDER

In the above entitled matter, it appearing to the Commission that the Beaufort County Lumber Company of North Carolina is a corporation, owning large bodies of timber in Brunswick and Columbus counties, in the State of North Carolina, and in parts of South Carolina, and is engaged in the business of manufacturing logs into sawed lumber and other products, and that the said Beaufort County Lumber Company has built its logging road for its own purposes, extending from Whiteville, North Carolina, to its sawmill plant located at Brunswick, North Carolina, thence in a south-eastern direction through a part of Columbus and into the county of Brunswick, extending at this time to a point near Longwood, Brunswick County, and that its logging road will be moved from time to time within the territory in which its timber is situated, in its discretion, as necessity requires; and it further appearing that a petition has been filed before this Commission, requesting that the Beaufort County Lumber Company of North Carolina be permitted and allowed, in accordance with the provisions of Section 1039, Consolidated Statutes of North Carolina, to transport commodities, other than its own, over and upon its said logging road, at the points where it is now established, and at such points as it may be hereafter removed

by the Lumber Company, to and from stations established and discontinued, in the discretion of the Beaufort County Lumber Company of North Carolina, and in accordance with tariffs and supplements to be issued by the Company and approved by the Corporation Commission; and it further appearing that the Beaufort County Lumber Company of North Carolina has filed its answer in which it agrees to act as a limited common carrier to transport commodities, other than its own, to stations to be established and discontinued by it in its discretion, to and from points where its logging road is now established, or to where it may be changed or removed, in its discretion, and as the necessity of its logging operations requires therefore, it is

ORDERED, That the Beaufort County Lumber Company be, and it is hereby authorized to transport over and upon its said logging road all kinds of commodities, other than its own, (that is, excepting saw logs, sawed lumber and other lumber products), to and from stations that may be established and discontinued from time to time by the Lumber Company, with the authority to cease operating the said logging road for the purpose of transporting commodities at any time, in its discretion, and when the necessities of the said lumber company may require, and with the authority to remove the location of the said logging road, and to discontinue stations for receiving and delivering freight at any particular place or time, and as in its discretion, it may deem fit and proper, and to charge therefor the rates in accordance with freight tariff and classification to be issued by the Company, subject to the approval of this Commission, for this line of road said rates to be subject to such changes and modifications as may from time to time, be made or approved by this Commission.

By order of the Commission:

R. O. SELF,
Clerk.

This 31st day of May, 1926.

Docket No. 6425.

IN RE APPLICATION OF PIEDMONT TELEPHONE AND TELEGRAPH COMPANY, GASTONIA, NORTH CAROLINA, FOR INCREASE IN RATES IN BELMONT, NORTH CAROLINA.

ORDER

The Piedmont Telephone and Telegraph Company makes application for a revision of exchange telephone rates at Belmont, N. C. It has spent approximately \$7,500 during the past ninety days at the request of the citizens and subscribers of the Town of Belmont for an improved service at that place. The entire plant has been practically rebuilt; new poles have replaced old construction; open iron wires have been removed from the streets and lead encased cable, containing copper circuits, has taken the place of old wires; another section of switchboard has been installed, and an additional operator employed, which now affords the subscribers of Belmont continuous service for twenty-four hours per day, seven days per week. The increase requested by virtue of the additional improvements is twenty-five cents on residence phones and fifty cents on business phones, each per month.

The Commission set the matter for hearing on Wednesday, June 30, 1926, at ten o'clock a.m. No appearances having been made or protests filed, it is

ORDERED, That the increase requested be allowed, effective July 1, 1926. The maximum exchange rental rates on the Belmont Exchange shall be as follows:

	<i>Per Month</i>
Straight line individual residence rates	\$2.25
Two-party line individual residence rates	2.00
Straight line individual business rates	3.50
Two-party line individual business rates	3.25

The schedule of rates set forth above includes free service to all local subscribers in the Town of Belmont; to all local subscribers' telephone stations connected to both the Belmont and the Gastonia, N. C., exchanges for their personal and business interests. Non-subscribers will be charged the established toll rates when using the Gastonia connection.

By order of the Commission:

R. O. SELF,
Clerk.

This 30th day of June, 1926.

Docket No. 6429.

IN MATTER OF COTTON RATES OVER ALL COMMON CARRIERS BY
RAIL WITHIN THE STATE OF NORTH CAROLINA.

ORDER

This is an application, through Charles Barham, Chairman, Southern Freight Association, Atlanta, Ga., dated September 19, 1925, amended October 10, 1925 and June 11, 1926, on behalf of all railroads in North Carolina, proposing scale of cotton rates for both single and joint line application between all points within the State. In the original application, dated September 19, 1925, scales were proposed for application over all lines, except the Norfolk Southern and its direct short line connections, namely: Carolina Railroad, Kinston Carolina Railroad, and Dover and Southbound Railroad. By amendment of October 30, 1925, proposal is presented showing scales for application over Norfolk Southern Railroad, both single and joint line, considerably higher than proposed for other lines within the State.

These proposals were submitted to the principal shippers of the State interested in the movement of cotton, practically all of whom approved the scales submitted for general application and entered protest against scales proposed for account of the Norfolk Southern which would give them higher rates than over the other lines, and upon this issue hearing in the matter was held at Raleigh, June 22, 1926.

In justification of its application for higher rates the Norfolk Southern Railroad sets forth its claim of financial and physical disability as compared with other strong trunk line carriers and which both the Interstate Commerce Commission and our Commission has heretofore recognized in rate matters affecting its line.

Shippers contend that the proposed scale for general application would not be satisfactory without its uniform application to all carriers. The proposed scale, which shippers approve for application within the State, is the same as already in effect on cotton moving interstate between points in North Carolina and points in South Carolina.

The Commission is of the opinion and so finds, that inasmuch as the principal trunk line carriers have worked out and proposed a uniform scale of cotton rates for both single and joint line application between points within the State, which scale is alike satisfactory to the short lines and also to cotton shippers, it would be unreasonable to make an exception in the case of the Norfolk Southern Railroad, and its direct short line connections. It is therefore

ORDERED, That all common carriers by rail within the State be, and they are hereby ordered to put in force and effect September 1, 1926, the following scale of rates:

COTTON, IN BALES

In Cents Per 100 Pounds

<i>Miles</i>	<i>Single Line</i>	<i>Joint Line</i>
5 miles and under	15	...
10 miles and under	17	24
15 miles and under	19	26
20 miles and under	21	28
25 miles and under	23	30
30 miles and under	25	32
35 miles and under	27	34
40 miles and under	29	36
45 miles and under	31	38
50 miles and under	33	40
55 miles and under	34	41
60 miles and under	35	42
65 miles and under	36	42
70 miles and under	37	43
75 miles and under	38	44
80 miles and under	39	45
85 miles and under	40	46
90 miles and over	41	47
95 miles and over	42	48
100 miles and over	43	49
110 miles and over	45	51
120 miles and over	47	53
130 miles and over	49	55
140 miles and over	51	57
150 miles and over	53	59
160 miles and over	55	61
170 miles and over	57	62
180 miles and over	58	63
190 miles and over	59	64
200 miles and over	60	65
210 miles and over	61	66
220 miles and over	62	67
230 miles and over	64	69
240 miles and over	64	69
250 miles and over	66	71
260 miles and over	66	71
270 miles and over	68	72
280 miles and over	68	72
300 miles and over	69	73
320 miles and over	70	74
340 miles and over	71	75
360 miles and over	72	76
380 miles and over	73	76
400 miles and over	74	77
420 miles and over	75	78

<i>Miles</i>		<i>Single Line</i>	<i>Joint Line</i>
440 miles and over	420	76	79
460 miles and over	440	77	80
480 miles and over	460	78	80
500 miles and over	480	79	81

In applying this scale of rates from points of origin within North Carolina to destinations within this State, rates so made shall in no case exceed rates from or to more distant interstate points, from or to which there are through published commodity rates and from or to which the intrastate origin or destination is directly intermediate and the movement is over a through route.

By order of the Commission:
This 15th day of July, 1926.
Docket No. 6441.

R. O. SELF,
Clerk.

**CHARLOTTE SHIPPERS AND MANUFACTURERS ASSOCIATIONS v.
COMMON CARRIERS OF NORTH CAROLINA, IN THE MATTER OF
CLASSIFICATION OF CONDENSED MILK AND SALAD DRESSING,
LESS CARLOAD, BETWEEN POINTS IN NORTH CAROLINA.**

ORDER

Hearing in the above case was held at Raleigh, April 12, 1926, Complainants allege by reason of change in classification on the above articles, between points in Virginia, on the one hand, and points in North Carolina, on the other hand, and without corresponding change within the State, discrimination has been created against shippers within North Carolina.

Defendants contend that while there has been a change in the classification, as alleged, it is the opinion of the carriers that the present 4th Class rates within the State are too low to be applied on canned goods, less carload.

The Commission is of the opinion, and so finds, that 4th Class rating is now and has for a long period of time been in effect on certain canned goods, less carload, interstate between points in Virginia and points in North Carolina, and also intrastate between points within the State of North Carolina; that sometime ago condensed milk, less carload, was added to the list of articles taking 4th Class, interstate between Virginia and North Carolina, while no change has been made on intrastate traffic within the State and that in order to keep the rates upon a reasonable level such change should be made within the State. It is therefore

ORDERED, That that feature of the complaint in this case relating to salad Exceptions now applicable to intrastate traffic between points in North Carolina, effective August 10, 1926, Condensed Milk, in metal cans, packed in boxes, crates or barrels, less carload. It is further

ORDERED. That that feature of the complaint in this case relating to salad dressing be, and the same is hereby dismissed.

By order of the Commission:
This 19th day of July, 1926.
Docket No. 6442.

R. O. SELF,
Clerk.

IN RE PETITION OF THE CAROLINA TELEPHONE AND TELEGRAPH COMPANY FOR INCREASE IN RATES IN THE CITY OF ROCKY MOUNT, NORTH CAROLINA.

ORDER

The Carolina Telephone and Telegraph Company is hereby petitioning the Corporation Commission for an increase in rates on its Rocky Mount exchange.

The petition was first presented to the Mayor and Board of Aldermen of the City of Rocky Mount who upon consideration of said petition passed the following resolution:

"Whereas, the Committee appointed to inspect the books of the Carolina Telephone and Telegraph Company and to compare its rates in this City with the rates of other telephone companies in like cities and towns, in order to ascertain whether or not its petition for an increase in rates should or should not be approved, after examination of the Company's books, papers and properties, and a comparison of its rates, has filed its report recommending an increase so as to make the total rates as follows, to wit:

	<i>Per Month</i>
Business special	\$5.00
Business duplex	4.00
Residence special	2.85
Residence duplex	2.35
Residence four-party	2.00

Now, therefore, Be it Resolved by the Board of Aldermen in regular session assembled that the report of the special Committee be and the same is accepted and approved, and the Board of Aldermen recommends to the State Corporation Commission the allowance of the petition of Carolina Telephone and Telegraph Company for an increase of its rates, to the rate and figure in said report contained."

After the resolution was passed, the action of the Mayor and Board of Aldermen was published in the papers of Rocky Mount; and since no protests have been filed, it appears that the action of the Mayor and Board of Aldermen has met with unanimous approval; therefore, it is

ORDERED, That in consideration of the foregoing, the Carolina Telephone and Telegraph Company is hereby authorized to charge the following monthly rental rates on its Rocky Mount Exchange, effective September 1, 1926:

	<i>Per Month</i>
Business special	\$5.00
Business duplex	4.00
Residence special	2.85
Residence duplex	2.35
Residence four-party	2.00

The Company's standard rates and line mileage rates are to apply to points beyond the base rate area.

By order of the Commission:

R. O. SELF,

This 22d day of July, 1926.

Clerk.

Docket No. 6443.

IN RE PETITION OF THE SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY FOR INCREASE IN RATES IN CONSIDERATION OF IMPROVEMENTS AT LAURINBURG, NORTH CAROLINA.

ORDER

Whereas, it appears to the North Carolina Corporation Commission that the citizens of Laurinburg, North Carolina, as indicated by the following petition to the Southern Bell Telephone and Telegraph Company, now desire that Company to install in said City of Laurinburg a modern common battery, central energy, telephone system in lieu of its present magneto system:

PETITION OF CITIZENS OF LAURINBURG, NORTH CAROLINA, TO THE SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY FOR THE CONVERSION OF THE TELEPHONE PLANT IN LAURINBURG FROM MAGNETO TO COMMON BATTERY.

To the Southern Bell Telephone and Telegraph Company:

The undersigned citizens of Laurinburg, N. C., indicated by signatures hereto, petition the Southern Bell Telephone and Telegraph Company to install in said City of Laurinburg a modern common battery, central energy, telephone system in lieu of its present magneto system, provided the North Carolina Corporation Commission will now approve the schedule of tariffs of monthly rates as herein set out to be charged by said Company for its Laurinburg, North Carolina, exchange common battery telephone service:

Business: Individual Line	\$4.50
2-Party Line	4.00
Residence: Individual Line	2.75
4-Party Line	2.00

The installation of said common battery telephone system to be begun as soon as practicable after the Commission's order of approval of said rates and to be completed within twelve months after the beginning of such work or as soon thereafter as practicable.

Wherefore, the North Carolina Corporation Commission is respectfully petitioned by the undersigned to approve the schedule of rates hereinbefore set out, such schedule of rates to become effective the first of the month next succeeding the installation of said common battery system and the furnishing of service therefrom.

Respectfully submitted,

W. H. WEATHERSPOON	Z. V. PATE
W. R. SOUTHERLAND	JOHN F. MCNAIR, JR.
E. H. GIBSON	THOS. J. DUNN
J. M. GREGG	O. L. MOORE
JAS. L. MCNAIR	J. W. NORTH
HUGH M. MCARN	C. M. FETNER
A. D. PHILLIPS	E. L. SANFORD
J. W. ODOM	D. B. BROWN
C. E. MUSE	W. E. MATTHEWS
GEO. F. GOODWYN	JOHN F. MCNAIR
J. E. PHILLIPS	J. R. MURPHY
HINTON JAMES & Co.	A. M. FAIRLEY
HINTON JAMES	W. R. MIDDLETON
THOS. J. GILL	W. H. COOPER

It is therefore

ORDERED by this Commission that, in consideration of the foregoing, the Southern Bell Telephone and Telegraph Company is authorized to charge the following rates for its Laurinburg, North Carolina, exchange

common battery telephone service from the first of the month next succeeding the installation of said common battery system and the furnishing of service therefrom:

Business: Individual Line	\$4.50
2-Party Line	4.00
Residence: Individual Line	2.75
2-Party Line	2.00

By order of the Commission:

R. O. SELF,
Clerk.

This 23d day of July, 1926.

Docket No. 6444.

IN THE MATTER OF THE PETITION OF THE CAROLINA TELEPHONE
AND TELEGRAPH COMPANY FOR PERMISSION TO DISCONTINUE
CERTAIN FREE SERVICE.

ORDER

In this case the petitioner states that it has purchased and taken over the Chowan and Roanoke Telephone Company's exchanges at Windsor, Winton, Aulander and Ahoskie and also certain of its toll lines, including a certain toll line from Windsor towards Williamston, a certain toll line from Aulander to Ahoskie, a certain toll line from Ahoskie to Winton and a certain toll line extending from Ahoskie towards Suffolk. This sale by the Chowan and Roanoke Telephone Company to the petitioner leaves the Chowan and Roanoke Telephone Company still the owner of the Lewiston exchange, the Colerain exchange, the toll line from Windsor to Lewiston, the toll line from Lewiston to Aulander, the toll line from Colerain to Windsor, the toll line from Colerain to Ahoskie and the toll line from Colerain to Winton.

The petitioner further states that the Chowan and Roanoke Telephone Company, prior to the sale of these toll lines, had attempted to give free service over these lines between intra-county exchanges, that is, in Bertie County between Lewiston, Aulander and Windsor, and in Hertford County between Ahoskie, Winton and Murfreesboro; by an arrangement between the petitioner and the Chowan and Roanoke Telephone Company the petitioner has, from the date of the aforesaid purchase until now, endeavored to continue this free service; that the petitioner has begun, and by the 1st of August, 1926, will have completed, copper circuits from Williamston to Windsor, from Windsor to Aulander, from Aulander to Ahoskie and from Ahoskie to Winton, which copper circuits will adequately take care of the toll business of the communities served; that the petitioner has not undertaken to string circuits for the purpose of taking care of the above mentioned interchange of service between exchanges in the same county, though it is continuing this service over the lines of the Chowan and Roanoke Telephone Company.

The petitioner now asks for authority to discontinue this free service between the aforesaid exchanges because such arrangement is economically unsound, discriminatory and unfair; that where free service between any two given exchanges is furnished the exchange rates between these several ex-

changes must be sufficiently high to justify this free service with the result that a subscriber who does not need and who does not use such free service, is required to and does pay, as a part of the exchange rate, for such free service which is supplied for those subscribers who do use the free service, which makes the subscriber who does need to take advantage of the free service pay much less than he should and for those who do not need the free service and do not use it pay more than the service which they use warrants. This practice has resulted in a great many persons who need a local phone to refrain from subscribing for such service at all. Therefore the petitioner asks that the free service be discontinued and that the interchange of service on toll lines be put on a toll basis, therefore, it is

ORDERED, That the petition be granted and that the same toll rate be applied to these toll lines that is now approved and in effect on other similar toll lines of the petitioner.

By order of the Commission:

This 2d day of August, 1926.

Docket No. 6450.

R. O. SELF,
Clerk.

**IN RE APPLICATION OF THE LAKE LURE TELEPHONE COMPANY,
FOR AUTHORITY TO ESTABLISH AN EXCHANGE RATE AT LAKE
LURE, NORTH CAROLINA.**

ORDER

Upon application of the above named petitioner authority is asked to establish a Telephone Exchange at Lake Lure, where there is now no exchange service, and to establish rates for service on said proposed exchange.

Service on this exchange will of necessity not be very compact as the residences are spread over a large area and the installation of an exchange at this point will therefore be more expensive than is customary for exchanges of similar size, therefore, it is

ORDERED, that the petitioner be and is hereby authorized to establish an exchange at Lake Lure, North Carolina, and charge for service thereon the following monthly rental rates:

A. Within the Base Rate Area, i.e., one and one half miles, air line measurement, from the Lake Lure Exchange, flat rates are quoted as follows:

	<i>Rate Per Month</i>
Business Individual Line	\$4.00
Two-party Line	3.50
Auxiliary Line Inward	2.50
Extension	1.50
Residence Individual Line	2.50
Two-party Line	2.25
Four-party Line	2.00
Extension	1.00

B. Outside the area indicated in "A" and within the territory regularly served by primary classes of service, the following rates, plus an additional rate for extra distance beyond Exchange Base Rate Area, of 42 cents per month per one-fourth mile or fraction thereof, to be prorated between two-party and four-party stations will apply:

	<i>Rate Per Month</i>
Business Individual Line	\$4.00
Two-party Line	3.50
Auxiliary Line Inward	2.50
Extension	1.50
Residence Individual Line	2.50
Two-party Line	2.25
Four-party Line	2.00
Extension	1.00

Rural Multi-Party Line Service

C. Rural multi-party line service is furnished at the monthly rates given above, provided that Company has existing pole routes available or provided the subscriber will at his own expense construct and maintain a circuit to a pole route of the Company.

Within two miles, air line measurement, of the Lake Lure base rate area rural multi-party line service is furnished at the following monthly rates:

Business	\$3.50
Residence	2.50

Beyond two miles, air line measurement, of the Lake Lure base rate area a mileage charge of 25 cents per mile, or fraction thereof, applies to each main station.

D. Beyond the base rate area, Farmers' Line service is furnished at the monthly rates given below provided the subscriber furnishes, owns and maintains his line to the Exchange Base Rate Area, and furnishes, installs and maintains his own instruments:

	<i>Rate Per Month</i>
Minimum charge per line (with not more than six stations thereon)	\$6.00
Additional stations in excess of 6, each	1.00

E. Service Connection Charges

1. For individual line and party line service
 2. For each extension station connected with any class of service
 3. To cover in part directory, accounting, circuit and switch-board expense in cases where service is established by the use of instrumentalities already in place in subscriber's premises and no change is made in type or location of such instrumentalities, each main station
- 1.50

F. Charges For Moves and Changes

1. For moving a telephone set from one location to another on the same premises
 2. For moving any other equipment or wiring from one location to another on the same premises, a charge based on the cost of labor and material.
 3. For change in type or style of telephone set a charge of.....
 4. For other changes in equipment or wiring, a charge based on the cost of labor and material.
- 3.00

G. Season Service

Service for the season period of six months or less is furnished at the following monthly rates:

A. Within the Base Rate Area:

	<i>Individual</i>	<i>Two-Party Line</i>	<i>Four-Party Line</i>
Business	\$6.00	\$5.25	
Residence	3.75	3.38	\$3.00

B. Outside of the area indicated in A and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified in subsection "B":

	<i>Individual</i>	<i>Two-Party Line</i>	<i>Four-Party Line</i>
Business	\$6.00	\$5.25	
Residence	3.75	3.38	\$3.00

All exchange service charges are payable in advance for the full season period. The minimum charge is that for six months' service. Regular monthly rates as quoted in subsection "A" apply for service retained for any period in excess of season period.

H. When service has been suspended for nonpayment of charges, restoration of service is made only upon payment of the charges due, and in addition a restoration charge of \$1.00.

By order of the Commission:

R. O. SELF,

Clerk.

This 4th day of August, 1926.

Docket No. 6451.

IN RE SAFETY TRANSIT LINE, INCORPORATED**ORDER**

The Safety Transit Line, Incorporated, having made application under order of the Commission August 6, 1926, for authority to hypothecate its license certificate Number 47, issued under Chapter 50, Public Laws 1925, granting to the applicant the exclusive right to operate motor vehicles for the transportation of passengers for compensation over Highways Nos. 50, 58, 48 and 40, between Raleigh and Weldon by Henderson, and over Highways Numbers 56, 58 and 90, between Franklinton and Rocky Mount by Louisburg, Spring Hope and Nashville; therefore it is

ORDERED, That the said petitioner is hereby granted authority to hypothecate the certificate mentioned above to the Duluth National Bank, of Duluth, Minn., for such period of time as the petitioner may deem necessary; and it is further

ORDERED, That when this hypothecation may have served its purpose and the certificate has been returned to the petitioner herein named, that said petitioner shall advise this office in order that this order of the Commission may be revoked.

By order of the Commission:

R. O. SELF,

Clerk.

This 6th day of August, 1926.

IN RE HIGHWAY MOTOR TRANSIT COMPANY

ORDER

The Highway Motor Transit Company having made application under order of the Commission March 14, 1925, for authority to hypothecate its license Number 1, issued under Chapter 50, Public Laws 1925, granting to the applicant the exclusive right to operate motor vehicles for the transportation of passengers for compensation over Highways Nos. 10 and 40, between Raleigh and Wilmington by Goldsboro and over Highway No. 20, between Wilmington and Lumberton, with the privilege to operate from Lumberton to Hamlet; therefore, it is

ORDERED, That the said petitioner is hereby granted authority to hypothecate the certificate mentioned above to the Duluth National Bank, of Duluth, Minn., for such period of time as the petitioner may deem necessary; and it is further

ORDERED, That when this hypothecation may have served its purpose and the certificate has been returned to the petitioner herein named, that said petitioner shall advise this office in order that this order of the Commission may be revoked.

By order of the Commission:

This 6th day of August, 1926.

R. O. SELF,
Clerk.

APPLICATION OF SEABOARD AIR LINE COMPANY FOR PERMISSION
TO DISCONTINUE PASSENGER TRAINS 31 AND 34 BETWEEN
HAMLET, N. C., AND WILMINGTON, N. C., AND TRAINS 41 AND 44
BETWEEN HAMLET, N. C., AND RALEIGH, N. C.

ORDER

Hearing on this application was held at Wilmington, N. C., August 5, 1926, at which time removal of Trains 31 and 34 was opposed by the Wilmington Chamber of Commerce, represented by President J. Allen Taylor, and Cape Fear Council of United Commercial Travelers through Attorney J. C. McCormick and Secretary W. C. Smith; the Wilmington Traffic Association by Traffic Manager R. A. Pool, E. T. Taylor, T. D. Love, and Mayor McCauley of Acme, N. C. Vice President Stanley presented the case for the Seaboard Air Line Railway Company.

It was shown by testimony that Trains 31 and 34 between Wilmington and Charlotte were put on voluntarily several years ago; that the number of passengers handled and earnings have steadily declined since the year 1922, and are at the present time upon a general average approximately 50 per cent below the earnings of that year. The comparison of representative months is as follows:

Month	Year	Train No. 31			Train No. 34		
		No. Passengers Handled	Revenue Derived	No. Passengers Handled	Revenue Derived		
January-----	1922	3,601	\$ 2,854.00	3,836	\$ 3,106.00		
	1923	3,265	2,594.00	3,583	2,937.00		
	1924	3,192	2,617.00	3,393	2,819.00		
	1925	2,606	2,024.00	2,889	2,307.00		
	1926	2,250	1,841.00	2,575	2,082.00		
March-----	1922	3,422	2,674.00	3,952	3,127.00		
	1923	3,220	2,620.00	3,622	2,917.00		
	1924	3,174	2,392.00	3,638	2,717.00		
	1925	2,367	1,754.00	2,635	2,068.00		
	1926	1,963	1,507.00	2,203	1,523.00		
June-----	1922	3,524	2,869.00	3,741	3,322.00		
	1923	2,789	2,442.00	3,198	3,113.00		
	1924	2,596	2,420.00	2,851	2,989.00		
	1925	1,776	1,646.00	1,911	1,826.00		
	1926	1,767	1,659.00	1,808	1,859.00		

The months of January, March and June were selected as representative for the reason that a comparison can be made with June, 1926.

The Seaboard Air Line Railway Company operates three daily passenger trains each way between Hamlet and Wilmington, and the total number of passengers handled and revenue collected for the operation of all trains for the first six months of each year since 1922, was as follows:

Year	Total Number of Passengers Handled by all Passenger Trains						Total Revenue for Passenger Fares from All Passenger Trains					
	Jan.	Feb.	Mar.	Apr.	May	June	Jan.	Feb.	Mar.	Apr.	May	June
1922	26,793	26,933	29,858	31,332	30,533	31,435	32,312	23,632	32,241	32,801	35,284	39,364
1923	30,592	27,409	30,901	29,318	28,307	27,749	35,026	30,632	34,436	33,435	34,156	35,568
1924	27,599	22,153	26,676	24,603	23,300	28,416	35,086	29,817	30,403	29,317	20,464	27,534
1925	26,397	21,987	23,994	22,825	21,928	20,666	33,463	27,083	33,547	27,605	27,653	27,815
1926	21,986	18,545	19,143	19,141	19,637	17,557	37,765	21,518	22,734	22,547	23,481	23,849

The foregoing figures which are generally representative clearly show a steady and substantial downward trend in the total number of passengers handled and total revenue received for passenger train service on this portion of the Seaboard Air Line since the year 1922. The Seaboard Air Line Railway Company contends that the actual cost of operation of these trains per mile is 83 cents, whereas according to their figures they are receiving only 73 cents per mile which includes revenue received from mail and express service. If these figures are correct the actual out-of-pocket cost on all six of these passenger trains amounts to \$24,276.00 per season, or \$4,046.00 per train per year. The actual per mile earnings of Trains 31 and 34 for the month of May, 1926, is given as 45.1 cents and 47.3 cents, respectively.

Protestants had no criticism to offer in regard to the figures presented by the Seaboard Air Line Railway Company, but on the other hand they were accepted as being correct; however, protestants contended the Seaboard Air Line should continue to operate Trains 31 and 34 upon the ground that the whole business of the Seaboard Air Line Railway Company, including freight, on the Wilmington end of the line is profitable and that its passenger service should not be curtailed, certainly not until better bus service is inaugurated to cover local territory between Wilmington and Hamlet.

Upon the record the Commission is of the opinion, and so finds, that it would be unreasonable for it to require a continuation of the operation of Trains 31 and 34. As to Trains 41 and 44, between Hamlet and Raleigh, figures submitted by the Seaboard Air Line Railway Company likewise show a steady decline in earnings since the year 1922, the per train mile earnings on Train 41 being for the month of May, 1925, 44.4 cents and for that of Train 44 for the same month 55.6 cents per mile. There is now no protest before the Commission concerning removal of Trains 41 and 44. It is therefore

ORDERED, That the Seaboard Air Line Railway Company be, and it is hereby authorized to discontinue passenger Trains 31 and 34 between Hamlet and Wilmington, and Trains 41 and 44 between Hamlet and Raleigh on and after Sunday, August 29, 1926.

By order of the Commission:

R. O. SELF,

Clerk.

This 15th day of August, 1926.

Docket No. 6438.

IN RE PETITION OF THE SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY FOR THE ESTABLISHMENT OF RURAL MULTI-PARTY LINE SERVICE AT ITS CHARLOTTE, NORTH CAROLINA, EXCHANGE.

ORDER

The petition of the Southern Bell Telephone and Telegraph Company is made for the establishment of rural multi-party line service within two miles of the base rate area of its Charlotte, N. C. Exchange, and inasmuch as this service does not now exist and it is the desire of the petitioner to get prospective subscribers to this preferred service, it is

ORDERED, That the petitioner's request be granted and that said petitioner be authorized to charge the following monthly rates:

Within two miles, air line measurement, of the base rate area of its Charlotte, N. C. Exchange, rural multi-party line service is furnished at the following monthly rates:

Business	\$3.75
Residence	2.50

Beyond two miles, air line measurement, of the base rate area of the Charlotte, N. C. exchange a mileage charge of 25 cents per mile, or fraction thereof, applies to each main station.

Rural multi-party line service is furnished only when the Company has space available on existing pole routes. All lateral routes and circuits thereon for connection with the Company's main line are to be furnished and maintained by the applicant.

By order of the Commission:
This 21st day of August, 1926.
Docket No. 6457.

R. O. SELF,
Clerk.

IN RE PETITION OF COASTAL TELEPHONE AND TELEGRAPH COMPANY FOR INCREASE IN TELEPHONE RATES IN THE TOWN OF BELHAVEN, N. C.

ORDER

The petitioner presents evidence to the effect that it is operating a telephone exchange in the Town of Belhaven, North Carolina, and has recently made improvements to its plant and equipment, entailing an expenditure which provided adequate facilities for that community; and, in consideration of this investment, it has agreed with the Board of Aldermen of the Town of Belhaven that when this work was finished that it could increase its rental rates fifty cents per month on business phones and twenty-five cents per month on residence phones. The company has just completed the exchange on which it has spent more than thirty thousand dollars; and, inasmuch as it has a limited number of phones and only one toll line, the increase asked appears to be necessary in order for the telephone company to finance the proper operation of its exchange as now constituted; therefore, it is

ORDERED, That the Coastal Telephone and Telegraph Company be, and is hereby, authorized to charge the following monthly rental rates, effective September 1, 1926:

	<i>Per Month</i>
Business, special line	\$3.50
Business, two-party line	3.00
Residence, special line	2.25
Residence, two-party line	1.75

By order of the Commission:
This 27th day of August, 1926.
Docket No. 6458.

R. O. SELF,
Clerk.

IN THE MATTER OF PETITION OF THE CAROLINA TELEPHONE AND TELEGRAPH COMPANY FOR CHANGE IN EXCHANGE SERVICE RATES AT AHOSKIE, NORTH CAROLINA.

ORDER

The petitioner, the Carolina Telephone and Telegraph Company, several months ago purchased the Ahoskie Exchange of the Chowan-Roanoke Telephone Company and contends the rates charged for service by the Chowan-Roanoke Telephone Company at Ahoskie, Hertford County, North Carolina,

are not in accordance with the standard rates charged in and for towns operated by the petitioner for like service, because no distinction has been made in the business and residence rates charged formerly by the Chowan-Roanoke Telephone Company, and request authority to charge the following rates instead of the former flat rate:

	<i>Per Month</i>
Business, special line	\$3.00
Business, two-party line	2.50
Residence, special line	2.00
Residence, two-party line	1.50

The above rates to be within a base rate area of one mile radius from the center of the business district of the town of Ahoskie.

It appears that if the rates requested by the petitioner are approved that it will materially increase the number of subscribers on this exchange, as there are comparatively few business phones compared with the number of residence phones, and it is evident that the residence rate has been too high.

The mayor and board of aldermen of the town of Ahoskie passed a resolution at its meeting on August 24, 1926, as appearing to be in favor of same, provided this Commission adjudged these rates to be fair and in keeping with telephone rates in other towns the size of Ahoskie. Therefore it is

ORDERED, that rates for the service be as above and the same are hereby approved, effective November 1, 1926.

By order of the Commission:

R. O. SELF,

This 8th day of October, 1926.

Clerk.

Docket No. 6468.

IN THE MATTER OF THE PETITION OF THE CAROLINA TELEPHONE
AND TELEGRAPH COMPANY FOR CHANGE IN THE EXCHANGE
SERVICE RATES AT AULANDER, N. C.

ORDER

Several months ago the Carolina Telephone and Telegraph Company purchased the Aulander exchange, in Bertie County, of the Chowan-Roanoke Telephone Company, which had formerly charged the flat rate of \$2.50 per month for both business and residence phones. Now comes the petitioner and requests that these rates be placed on the same classified basis as its other exchanges, and since it appears that the mayor and board of aldermen of the town of Aulander passed a resolution approving the rates; and it further appearing that the rates requested by the petitioner, if approved, will materially increase the use of the telephone in the town of Aulander, therefore it is

ORDERED, That the petitioner be and is hereby authorized to charge the following rates in the one mile base rate area of its Aulander exchange as follows:

	<i>Per Month</i>
Business, special line	\$3.00
Business, two-party line	2.50
Residence, special line	2.00
Residence, two-party line	1.50

By order of the Commission:
 This 8th day of October, 1926.
 Docket No. 6468.

R. O. SELF,
Clerk.

IN THE MATTER OF PETITION OF THE CAROLINA TELEPHONE AND
 TELEGRAPH COMPANY FOR CHANGE IN EXCHANGE SERVICE
 RATES AT SNOW HILL, N. C.

ORDER

It appears of record that the petitioner, the Carolina Telephone and Telegraph Company, has purchased the Snow Hill telephone exchange property, formerly owned by J. Exum & Company, and J. H. Harper, which partnership has been charging rate of \$3.50 per month for business telephones and \$3.00 per month for residence telephones. These rates are out of line with the rates authorized by the Commissison for the petitioner, therefore it is

ORDERED, That the petitioner is hereby authorized to reduce his rate on the Snow Hill exchange for monthly rental service on the Snow Hill exchange to the following:

	<i>Per Month</i>
Business, special line	\$3.25
Business, two-party line	2.75
Residence, special line.....	2.00
Residence, two-party line	1.50

The above rates to be applicable with a base rate area of one mile from the center of the business district of the town of Snow Hill, Greene County, North Carolina.

By order of the Commission:
 This 8th day of October, 1926.
 Docket No. 6468.

R. O. SELF,
Clerk.

IN RE PETITION OF THE CAROLINA TELEPHONE AND TELEGRAPH
 COMPANY FOR CHANGE IN EXCHANGE SERVICE RATES AT MURFREESBORO, NORTH CAROLINA.

ORDER

It appears that the petitioner has agreed to purchase the telephone exchange and lines radiating out of Murfreesboro, the said property being owned by the United Telephone Company, which company has been charging the same rates for business and residence phones. Because of improper management various rates have crept into the rate structure of the company

owning this exchange at present until many discriminations exist. The rates asked for by the petitioner were approved by the Mayor and Town Council at its meeting on October 12, 1926; therefore, it is

ORDERED, That the petitioner be, and is hereby, authorized to charge the following rates on and after November 1, 1926, or upon acquiring this property:

Business, special line	\$3.00
Business, two-party line	2.50
Residence, special line	2.00
Residence, two-party line	1.50

with a base rate of one mile radius from the center of the business district and beyond this area the standard line mileage rates of the company will be effective.

By order of the Commission:
This 19th day of October, 1926.
Docket No. 6474.

R. O. SELF,
Clerk.

IN RE INTERSTATE COMMERCE COMMISSION FINANCE DOCKET NO. 5537, APPLICATION OF BLACK MOUNTAIN RAILWAY COMPANY FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY.

RECOMMENDATION

At the request of the Interstate Commerce Commission, the above matter was heard by the North Carolina Corporation Commission at 10 o'clock a.m., Monday, September 27, 1926.

The application of the Black Mountain Railway Company is for permission to take up approximately twelve miles of its line of road, or that part of it extending from Burnsville, North Carolina, to Eskota, North Carolina.

The evidence in this case, as it appears to this Commission, is conclusive. The terminus of the road is under the shadow of Mount Mitchell, the highest mountain peak in the Appalachian Range, and there is no possibility of extending the road anywhere. The part of the road covered by the application was constructed primarily to serve three large timber tracts and was financed largely by the lumber companies. The road has served the purpose for which it was built and in the opinion of this Commission it would be an economic waste to continue to operate it.

This 15th day of October, 1926.

W. T. LEE,
Chairman.

IN RE PETITION OF THE PIEDMONT TELEPHONE AND TELEGRAPH COMPANY FOR INCREASE IN TELEPHONE ON ITS RUTHERFORDTON AND SPINDALE EXCHANGES.

ORDER

The petitioner filed this application with a petition signed by practically all the subscribers of the Rutherfordton and Spindale exchanges, and the

action by these petitioners was approved by the Mayor and Town Council, at a regular meeting on October 12, 1926.

The present rates of the petitioner at this exchange are \$3.50 for business individual line and \$2.25 for residence individual line. The petition asks for a rate of \$4.00 for business individual line, \$2.50 for residence individual line, \$2.00 for residence duplex and harmonic line and \$3.50 for business duplex and harmonic line per month.

The petitioners are asking for this exchange to be put on a Common Battery basis, in order to give them better service, and all interested parties have approved and petitioned for the same; therefore, it is

ORDERED, That the Piedmont Telephone and Telegraph Company is hereby authorized to charge on its Rutherfordton Exchange, in the town of Rutherfordton, North Carolina, and also on its Spindale exchange the following monthly rates:

\$4.00 for business individual line
\$2.50 for residence individual line
\$3.50 for business duplex and harmonic line
\$2.00 for residence duplex and harmonic line

The above rates are to become effective when the exchange has been put on Common Battery service, and the Telephone Company is hereby directed to advise the Commission ten days in advance the day on which these rates are to become effective, the above rates to be applicable within the base rate area and beyond the base rate area the regular monthly rates plus the Company's standard line mileage charge will be applicable.

By order of the Commission:

This 19th day of October, 1926.

Docket No. 6475.

R. O. SELF,

Clerk.

IN THE MATTER OF LICENSE OF ROWLAND LUMBER COMPANY TO
HAUL FREIGHT OVER THE CLARK RAILROAD.

ORDER

This is an application of the Rowland Lumber Company, received with their letter of October 21, 1926, seeking license to haul freight over the Clark Railroad, and they make representation as follows: The Rowland Lumber Company is a corporation incorporated under the laws of the State, and engaged in the lumber business, has leased the line of railroad, from the Roper Lumber Company, running from Mills Junction, on the Norfolk Southern, in Craven County, in a generally southerly direction to or near Chinquapin, Duplin County. This logging road, it is stated, is continually being importuned by citizens along the road to transport freight for them and the said Rowland Lumber Company is willing to accommodate parties so long as the road is continued in its present condition, provided it can lawfully do so. Application is made under Revisal of 1905, Section 2598, as amended by Chapter 160, Laws of 1911, under which the Commission is empowered to grant license to logging roads and approve reasonable rates therefor for handling freight. It is therefore

ORDERED, that the Rowland Lumber Company be, and they are hereby authorized to handle any and all commodities, except their own, namely, lumber and other forest products, and to make reasonable charges therefor, the said license to continue as long as the road is in operation and until the Rowland Lumber Company shall give to the Corporation Commission 90 days notice of its intention to take up its line of road. The Commission approved, effective November 1, 1926, rates shown in Rowland Lumber Company's Logging Freight Tariff No. 3, which has been placed on file with the Commission.

By order of the Commission:

This 5th day of November, 1926.

R. O. SELF,

Clerk.

IN RE PETITION OF THE PIEDMONT TELEPHONE AND TELEGRAPH COMPANY FOR INCREASE IN TELEPHONE RATES ON ITS FOREST CITY-SPINDALE EXCHANGE.

ORDER

The petitioner filed this application with a petition signed by practically all the subscribers of the Forest City-Spindale exchange.

The present rates of the petitioner at this exchange are \$3.50 for business individual line and \$2.25 for residence individual lines. The petition asks for a rate of \$4.00 for business individual line, \$2.50 for residence individual line, \$2.00 for residence duplex and harmonic line and \$3.50 for business duplex and harmonic line per month.

The petitioners are asking for this exchange to be put on a Common Battery basis, in order to give them better service, and all interested parties have approved and petitioned for the same; therefore, it is

ORDERED, That the Piedmont Telephone and Telegraph company is hereby authorized to charge on its Forest City-Spindale Exchange the following monthly rates:

\$4.00 for business individual line
\$2.50 for residence individual line
\$3.50 for business duplex and harmonic line
\$2.00 for residence duplex and harmonic line

The above rates are to become effective when the exchange has been put on common battery service, and the telephone company is hereby directed to advise the Commission ten days in advance the day on which these rates are to become effective, the above rates to be applicable within the base rate area and beyond the base rate area the regular monthly rates plus the Company's standard line mileage, charge will be applicable.

By order of the Commission:

This 26th day of November, 1926.

Docket No. 6482.

R. O. SELF,

Clerk.

IN RE PETITION OF THE INTERNATIONAL TELEPHONE COMPANY FOR INCREASE IN TELEPHONE RATES ON ITS EXCHANGE LOCATED IN THE TOWN OF LEAKSVILLE, WHICH ALSO SERVES THE UNINCORPORATED COMMUNITIES KNOWN AS SPRAY AND DRAPER.

ORDER

The above petition was received by the Commission with the unqualified endorsement of the Leaksville Kiwanis Club and the Leaksville Chamber of Commerce, which draw their memberships from the three communities mentioned above, and it is, also, unqualifiedly endorsed by the Mayor and Board of Aldermen of the Town of Leaksville.

The petitioner is discarding the present type of magneto equipment and installing in place thereof the common battery modern system. The old equipment, which is being discarded, is said to have a junk value of about two thousand dollars and the new equipment being installed when completed will cost approximately thirty thousand dollars. The present rates in force by petitioner are \$2.25 per month for individual line business phones and \$1.75 per month for individual line residence phones. The number of phones installed on this exchange is approximately seven hundred.

The rates asked by the petitioner and approved by the organizations above-mentioned are as follows:

\$4.00 per month for straight line business telephone
\$3.50 per month for two-party line business telephones
\$2.50 per month for straight line residence telephones
\$2.00 per month for two-party line residence telephones
\$1.75 per month for four, or more, party line residence telephones
\$0.75 per month for each business extension phone
\$0.50 per month for each residence extension phone
The trunk line rates shall not exceed twice the business rate.

The petitioner states, and it is not contradicted, that the increase will give the petitioner about four hundred dollars additional monthly rental revenue. It appears that the rates requested for the proposed service are not unreasonable and not unduly out of line with other similar exchanges rendering the service which the petitioner proposes to give; therefore, it is

ORDERED, That the petition be granted and that the rates herein asked by petitioner be effective as of the first date of the billing period after the proposed common battery system has been completely installed, and it is

FURTHER ORDERED, That the petitioner is hereby directed to notify the Commission on the date the rates go into effect as per above order.

By order of the Commission:

This 26th day of November, 1926.

Docket No. 6485.

R. O. SELF,

Clerk.

IN RE APPLICATION OF THE SOUTHERN BELL TELEPHONE AND
TELEGRAPH COMPANY FOR AUTHORITY TO ESTABLISH AN EX-
CHANGE RATE AT ARDEN, NORTH CAROLINA.

ORDER

Upon application of the above named petitioner authority is asked to establish a Telephone Exchange at Arden, N. C., where there is now no exchange, and to establish rates for service on said proposed exchange.

ORDERED, That the Petitioner be and is hereby authorized to establish an exchange at Arden, North Carolina, and charge for service thereon the following monthly rental rates:

A. Within the Base Rate Area, i.e., as defined by the attached map, flat rates are quoted as follows:

	<i>Individual Line</i>	<i>Two-Party Line</i>	<i>Four-Party Line</i>
Business	\$4.50	\$4.00	
Residence	2.75		\$2.00

B. Outside the area indicated in "A" and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified in the General Exchange Tariff:

	<i>Individual Line</i>	<i>Two-Party Line</i>	<i>Four-Party Line</i>
Business	\$4.50	\$4.00	
Residence	2.75		\$2.00

RURAL MULTI-PARTY LINE SERVICE

Rural multi-party line service shall be furnished, where the petitioner has pole lines, at the monthly rates given in the petitioner's local exchange tariff, or provided the subscriber will, at his own expense, construct and maintain a circuit to a pole route of the petitioner.

Within two miles air line measurement of the Arden, N. C., Base Rate Area, multi-party line service is furnished at the following monthly rates:

Business	\$3.00
Residence	2.00

Beyond two miles air line measurement of the Arden Base Rate Area, a mileage charge of 25 cents per mile or fraction thereof applies to each main station.

By order of the Commission:

R. O. SELF,

This 8th day of October, 1926.

Clerk.

Docket No. 6469.

IN RE PETITION OF THE SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY FOR THE AUTHORIZATION OF SEASONAL EXCHANGE SERVICE RATES AT ARDEN, NORTH CAROLINA.

ORDER

This is a petition by the Southern Bell Telephone and Telegraph Company for the authorization of seasonal exchange service rates to be charged at its proposed Arden, North Carolina, exchange; and, as no seasonal exchange service rates have heretofore been established; it is therefore

ORDERED, that the Southern Bell Telephone and Telegraph Company is hereby authorized to charge the following rates effective from date of issue of this order:

Seasonal Service

Service for the season period of six months or less is furnished at the following monthly rates:

A. Within Base Rate Area:

	<i>Individual Line</i>	<i>Two-Party Line</i>	<i>Four-Party Line</i>
Business	\$6.75	\$6.00	
Residence	4.62		\$3.00

B. Outside of the area indicated in "A" and within the territory regularly served by primary classes of service, the following rates apply, together with established mileage charges as specified in the General Exchange Tariff:

	<i>Individual Line</i>	<i>Two-Party Line</i>	<i>Four-Party Line</i>
Business	\$6.75	\$6.00	
Residence	4.62		\$3.00

All exchange service charges are payable in advance for the full season period. The minimum charge is that for six months' service. Regular monthly rates as quoted in the local Exchange Tariff apply for service retained for any period in excess of the season period.

By order of the Commission:

R. O. SELF,

This 2d day of December, 1926.

Clerk.

Docket No. 6493.

IN RE ACQUISITION BY THE SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY OF ALL THE VISIBLE AND TANGIBLE TELEPHONE PROPERTY OF THE LENOIR ELECTRIC COMPANY.

ORDER

This petition was presented jointly by the Southern Bell Telephone and Telegraph Company and the Lenoir Electric Company requesting the approval of the Commission of the purchase of the Telephone property of the Lenoir Electric Company in the State of North Carolina by the Southern

Bell Telephone and Telegraph Company and of a schedule of rates to be charged by the said Southern Bell Telephone and Telegraph Company after the acquisition by it of the said Lenoir Electric Company's exchange in the City of Lenoir. Copy of the petition was served upon the Mayor of the City of Lenoir on November 18, 1926, and at the same time notice was given that hearing would be held in the office of the Commission in Raleigh at 10 o'clock a.m., November 30, 1926.

The date and hour for hearing having arrived as per notice to parties at interest, no appearance being made except by the petitioner, the Southern Bell Telephone and Telegraph Company, the hearing was held and upon evidence presented it appears that the Lenoir Electric Company desires to sell its property and the Southern Bell Telephone and Telegraph Company desires to purchase the telephone property of the Lenoir Electric Company, to make such extensions and improvements to its plant as may be necessary to maintain the service at a satisfactory standard, and to supply facilities for the reasonable growth of the exchange; it is, therefore,

ORDERED that said sale of all of the telephone property, both exchange and toll, owned and operated by said Lenoir Electric Company to Southern Bell Telephone and Telegraph Company, be, and the same is hereby consented to and approved; it is further

ORDERED that upon acquiring the legal title to the aforesaid property of the Lenoir Electric Company, the Southern Bell Telephone and Telegraph Company is hereby authorized, and shall have the right to charge for its exchange telephone service at Lenoir, North Carolina, the following schedule of rates, to wit:

	<i>Per Month</i>
Business individual line	\$4.25
Business two-party line	3.50
Residence individual line	2.75
Residence four-party line	2.00

The above rates are to apply within the base rate area of the Lenoir, North Carolina exchange, such base rate being the town limits of the town of Lenoir, North Carolina, as of October 1, 1926. Outside the base rate area and within the territory regularly served by primary classes of service the same rates will apply together with the established mileage charges of the Southern Bell Telephone and Telegraph Company.

All of the foregoing rates for one, two or four party line service with mileage charges when applicable shall entitle subscribers to an unlimited number of messages to all stations bearing the designation of the Lenoir central office; and the established toll rates of the Southern Bell Telephone and Telegraph Company shall apply on messages to stations bearing the designation of another central office.

All other service and facilities not specified herein and the rates, charges and practices applicable thereto, shall be the rates, charges and practices set out in the North Carolina General Exchange Tariff on file with the North Carolina Corporation Commission.

DONE AND ORDERED by the North Carolina Corporation Commission in session at their office in the City of Raleigh, North Carolina this 2nd day of December, 1926.

R. O. SELF, Clerk.

Docket No. 6487.

CLAIMS AND COMPLAINTS

RAILROAD COMPANIES

City of Burlington v. Southern Railway Company. Depot Facilities. Owing to conditions resulting from the war all matters with reference to petitions for depot facilities were continued until an adjustment period for railroad companies. This petition was left open and in 1920 a substitute petition was filed. After consideration new depot was built.

Citizens of Cherryville v. Seaboard Air Line Railway Company. This is a petition filed in 1916 asking for new depot. Owing to conditions existing during the war period this petition was left open for later consideration. This petition was again taken up in 1920 and depot built by defendant company.

Citizens of Oxford v. Seaboard Air Line Railway Company and Southern Railway Company. Physical connection at Oxford. This petition for physical connection at Oxford was filed in 1917, and owing to the conditions existing during the war period same was discontinued. Later on this petition was again brought to the attention of the Commission and after full hearing and consideration dismissed as the Commission, under decision of court to require physical connection between railroads, had no jurisdiction in this matter.

Citizens of Ela v. Appalachian Railway Company. Petition for depot building at Ela. Depot built.

Citizens of Plymouth v. Atlantic Coast Line Railroad Company and Norfolk Southern Railroad Company. Application for union passenger station. This petition was filed in 1917 and owing to conditions existing during the war period case was continued. After a period of readjustment by the railroad companies after the war period this matter was taken up and depot built by defendant companies.

Town of Newton v. Southern Railway Company and Carolina and Northwestern Railroad Company. Application for depot facilities. This application was made prior to the war and order made requiring the building of a depot at this place. Delay in construction was caused by conditions existing during the war and for the period of readjustment. In 1922 matter was taken up and depot built.

Town of Wadesboro v. Atlantic Coast Line Railroad Company. Complaint of facilities with reference to shifting of freight trains at station in Wadesboro, and application to move freight depot to another location. This application was filed prior to the war period and not having been adjusted the matter was left open after war was declared for consideration later on. The matter was again brought to the attention of the Commission in 1920 and was adjusted between plaintiff and defendant companies.

Citizens of Morrisville v. Southern Railway Company. Complaint as to depot facilities at Morrisville. Adjusted.

Citizens of Madison v. Southern Railway Company and Norfolk and Western Railway Company. Application for new depot at Madison to take the place of Southern Railway depot burned at that point. This matter was filed previous to the war and an order made for a hearing to determine whether the patronage present and prospective would justify a more commodious station than the one burned and if defendant Norfolk and Western Railway Company's facilities at the present time were inadequate—these matters being important with reference to erection of a new depot. Owing to conditions brought about by the war, decision was postponed indefinitely and not having further complaint or petition from petitioners, case is dismissed.

Fayetteville Chamber of Commerce v. Atlantic Coast Line Railroad and Norfolk Southern Railroad Company. Application for improved station facilities. Granted and new depot erected.

Roanoke Mills Company v. Seaboard Air Line Railway Company. Complaint of depot accommodations. New building erected.

Citizens of Norlina and Warrenton v. Seaboard Air Line Railway Company. Complaint of depot accommodations at Norlina asking for a modern and up-to-date station at that place. This petition having been filed before the war and postponed indefinitely for decision, owing to conditions existing during the war and the period of readjustment, case was reopened and adjusted.

Virginia Carolina Railway Company to the Commission. Application to erect and locate depot at Southport. Adjusted.

Citizens of Graham v. Southern Railway Company. Application for location of passenger depot. This case was filed before the war and continued during the war period and also the period of readjustment. Case reopened and depot erected.

Town of Morganton v. Southern Railway Company. Petition for subway at freight and passenger depots and suitable freight depot. New freight depot erected and adjusted as to passenger depot.

Citizens of North Charlotte v. Southern Railway Company. Petition asking for rebuilding of depot burned in North Charlotte. Dismissed.

Town of Glenwood v. Carolina Clinchfield and Ohio Railroad Company. Complaint as to conditions existing at Glenwood and asking for protection of shipments. Adjusted.

Royall & Borden Manufacturing Company v. Atlantic Coast Line Railroad Company, Aberdeen and Rockfish Railroad Company, Norfolk Southern Railroad Company and Southern Railroad Company. Complaint as to rate on cotton linters. Complaint withdrawn.

Swift & Company v. Southern Railway Company. Claims for overcharge. Dismissed.

Citizens of Spencer and East Spencer v. Southern Railway Company. Petition for establishment of passageways over lines of the Southern Railway Company. After much consideration this matter was set for hearing. No decision having been reached by the Commission a special act was passed

by special session of the Legislature in August, 1924, with reference to said passageways at Spencer and East Spencer. Order issued by the Commission, exceptions filed by defendant company and having been overruled by the Commission, notice of appeal is filed. Transcript of record certified to the Superior Court of Rowan and case dismissed from the docket of the Commission.

Citizens of Mount Ulla v. Southern Railway Company. Petition for erection of new station. Depot authorized built by defendant company.

Kiwanis Club of Washington v. Norfolk Southern Railway Company. Petition for new passenger depot. After much correspondence and a hearing adjustment is reached by defendant company remodeling old station.

Norfolk Southern Railroad Company to the Commission. Discontinuance of operations of Sunday trains granted by Commission when arrangement has been made for mail to be taken care of. Commission advises that this arrangement was made as of August 8, 1926, and train discontinued.

Goldsboro Chamber of Commerce v. Atlantic Coast Line Railroad Company, Seaboard Air Line Railroad Company, Norfolk Southern Railroad Company and Southern Railway Company. Rate on bricks. Relief granted.

Carolina and Yadkin River Railway Company. Abandonment of line of railroad. Application for abandonment of lines of railroads now coming under the jurisdiction of the Interstate Commerce Commission. This petition was properly filed with said commission. However, road was abandoned but purchased and operated under the name of the High Point, Thomasville and Denton Railroad Company.

Citizens of Marble v. Southern Railway Company. Application for extension of sidetrack. Dismissed.

Traffic Bureau of Chamber of Commerce of Raleigh v. Norfolk Southern Railway Company, Atlantic Coast Line Railroad Company, Seaboard Air Line Railroad Company and Southern Railway Company. Rates on sand, gravel and crushed stone. Dismissed.

Citizens of Millbrook v. Seaboard Air Line Railway Company. Application for change of location of depot. Adjusted.

Messrs. Lane & McHan v. Southern Railway Company. Application for sidetrack at Ela. Adjusted.

Brown Development Company v. Southern Railway. Application for spur track. Adjusted.

High Point, Randleman, Asheboro and Southern Railroad Company to the Commission. Petition to discontinue operation of mixed trains Nos. 107 and 136. Granted.

Joseph W. Kilpatrick to the Commission. Condemnation of land. Adjusted between parties.

Norfolk Southern Railroad Company to the Commission. Application to close Spies as station, making same non-agency. Granted.

Corporation Commission v. Atlantic Coast Line Railroad Company and Southern Railway Company. Joint transfer between defendant companies at Selma. Adjusted.

Citizens of Graphite Station and McDowell County v. Southern Railway Company. Petition for passenger train service. Adjusted.

A. S. Cooper v. Atlantic Coast Line Railroad Company. Complaint as to failure of Atlantic Coast Line train to make connection at Maxton with Seaboard Air Line. Dismissed.

Town of Spring Hope v. Atlantic Coast Line Railroad Company. Petition that Commission request Atlantic Coast Line Company to install toilet facilities in depot. Dismissed.

Town of Morehead City v. Atlantic and North Carolina Railroad Company and Norfolk Southern Railroad Company. Petition for removal of freight in passenger depot and new station built. Granted.

W. H. Allman v. Southern Railway Company. Complaint of depot accommodations at Coalville. Adjusted.

Atlantic Coast Line Railroad Company v. Williamston Telephone Company. Complaint of wire crossings near mile post 40½. Adjusted.

Wilmington, Brunswick and Southern Railway Company to the Commission. Application to close agency at Bolivia. Petition against closing agency filed. No further information being received, case is dismissed.

W. E. Breese v. Southern Railway Company. Schedule of Transylvania division from Hendersonville to points in Transylvania County, asking that former train schedules be restored. Granted.

C. P. Rogers v. Southern Railway Company. Application for installation of telephone in station at East Flat Rock. Adjusted.

John T. Welch v. Southern Railway Company. Complaint as to failure of defendant company to have drinking water on train. Adjusted.

Town of Clyde v. Southern Railway Company. Complaint of depot facilities and conditions. Adjusted.

Cyrus C. Stone v. Norfolk Southern Railway Company. Complaint as to shipment of machinery, order notify shipment destined to non-agency station, and also petition asking for establishment of station at Farrington, destination of machinery. This complaint is adjusted as to shipment and dismissed as to establishment of agency.

East Carolina Railroad Company to the Commission. Petition for change in location of freight station at Farmville. Granted.

Norfolk Southern Railroad Company to the Commission. Application for discontinuance of trains 17 and 18. Granted.

Atlantic Coast Line Railroad Company v. Roseboro Light and Power Company. Complaint of electric light wire crossings. Adjusted.

Citizens of Farmville v. Norfolk Southern Railroad Company. Petition for adequate station facilities at Farmville. Adjusted.

Atlantic Coast Line Railroad Company to the Commission. Application to reduce service on Midland Branch between Goldsboro and Smithfield. Granted.

Citizens of Pinnacle v. Atlantic and Yadkin Railroad Company. Application for railroad crossing. This being without the jurisdiction of the Commission and a matter between town authorities or county authorities and railroad company, case is dismissed.

J. Crawford v. Norfolk Southern Railroad Company. Application for change in schedule from Durham to Duncan. Dismissed.

Seaboard Air Line Railway Company to the Commission. Application to abandon Manly as a non-agency prepay station. Counter petition filed and nothing further having been heard from petitioner, case dismissed.

Citizens of Richland v. Dover and Southbound Railroad Company. Complaint as to change in schedule. Objections withdrawn and schedule changed.

W. H. Selder v. Seaboard Air Line Railway Company and Piedmont and Northern Railway Company. Complaint of condition of toilet at Mount Holly. Adjusted.

Kiwanis Club of Lenoir v. Carolina and Northwestern Railway Company. Complaint of change in schedule of train No. 2. Adjusted.

Norfolk Southern Railway Company to the Commission. Application to close station at Wayville. Granted.

Southern Railway System to the Commission. Application to change name of Balfour Station to Smyth. Granted.

Zimmerman Bros. v. Atlantic and Yadin Railway Company and its receivers. Petitions for construction of sidetrack to industry. Adjusted.

Junaluska Supply Company v. Southern Railway Company. Complaint as to removal of sidetrack known as Wilson spur track. Adjusted.

Southern Railway Company to the Commission. Plans for freight station at Biltmore dismissed as it is now a matter of adjustment between railroad company and city officials.

Arthur W. Gregory v. Atlantic Coast Line Railroad Company. Petition for siding. Adjusted.

Leonard Tufts v. Norfolk Southern Railroad Company. Petition for removal of tracks. Adjusted.

Atlantic and Carolina Railroad Company to the Commission. Petition to replace passenger train service with automobiles. Granted.

U. B. Blalock v. Seaboard Air Line Railway Company. Complaint of train schedules and connection at Hamlet. Adjusted.

C. D. Ray and R. M. Ray v. Southern Railway Company. Petition for construction and maintenance of sidetrack and trestle.

Carolina Clinchfield and Ohio Railway Company to the Commission. Application for discontinuance of Linville Falls as an agency station. Adjusted.

Smoky Mountain Railway Company to the Commission. Application for change of schedule of freight train. Closed.

Durham Chamber of Commerce v. Southern Railway System. Pullman service from Durham to New York. Adjusted.

Bruce Craven v. High Point, Randleman, Asheboro and Southern Railroad Company. Petition for improved railway service. Adjusted.

Seaboard Air Line Railway Company to the Commission. Application for discontinuance of unremunerative local passenger trains 31 and 34 between Hamlet and Wilmington. Granted.

J. L. Baker v. Norfolk Southern Railroad Company. Complaint of discontinuance of trains Nos. 19 and 20. Dismissed.

Norfolk and Western Railway Company to the Commission. Application for proposed change of schedule on the Durham division. Granted.

Southern Railway Company to the Commission. Application to change agency at Blantyre to non-agency station. Granted.

Southern Railway System to the Commission. Application to change agency at Calvert to non-agency station. Granted.

Southern Railway System to the Commission. Application to change agency at Davidson River to non-agency station. Granted.

Southern Railway System to the Commission. Application to change agency at Fontana to non-agency station. Granted.

Southern Railway System to the Commission. Application to change agency at Hillgirt to non-agency station. Granted.

Seaboard Air Line Railway Company to the Commission. Change in flag stop from Meredith to Meredith College. Granted.

W. T. Hunt v. Seaboard Air Line Railway Company. Petition to make Apex a flag stop for through trains. Dismissed.

North Carolina Merchants Association (merchants of Rosemary, Roanoke Rapids and Roanoke Junction) v. American Railway Express Company. Complaint of delivery service to Roanoke Junction. Adjusted.

Kinston Carolina Railroad Company and Carolina Railroad Company to the Commission. Application to close agency at Pink Hill. Adjusted.

Atlantic Coast Line Railroad Company v. Town of Whitakers. Complaint of power line on railroad right of way. Adjusted.

Southern Railway System to the Commission. Application for change in schedule of No. 16 out of Charlotte. Granted.

Atlantic and Yadkin Railway Company to the Commission. Application for permission to close waiting rooms in small stations after passage of last trains for the day. Granted.

Goldsboro Chamber of Commerce v. Southern Railway Company. Petition as to Pullman car service on train No. 112 at Goldsboro. Dismissed.

Atlantic and Yadkin Railroad Company to the Commission. Application for change in name of station from Ore Hill to Mount Vernon Springs. Granted.

City of Lexington v. Southern Railway Company. Construction of overhead bridge at Cotton Grove Crossing. Adjusted.

Carolina and Northwestern Railway Company to the Commission. Application for transfer of business from Rhodhiss Station to Granite Falls. Granted.

Sleeping car service Wilmington-Raleigh and Goldsboro-Beaufort. Adjusted as to Wilmington-Raleigh and dismissed as to Goldsboro-Beaufort.

Henry N. Clark v. Atlantic Coast Line Railroad Company. Complaint of condition of crossing at Norfleet. Adjusted.

Citizens of Stackhouse v. Southern Railway Company. Removal of station and agency from Runion to Stackhouse. Adjusted.

Southern Railway System to the Commission. Application for authority to make Cherryville a non-agency station. Granted.

Southern Railway System to the Commission. Application to make Quebec a non-agency station. Granted.

Dover and Southbound Railroad Company to the Commission. Application for change in service from daily, except Sunday, to triweekly. Granted.

Seaboard Air Line Railway Company to the Commission. Application for permission to discontinue double daily service on Pittsboro branch and operate single service. Granted.

Southern Railway System to the Commission. Application for permission to change record as to Woodfin Station. Granted.

ELECTRIC LIGHT AND POWER COMPANIES

Thomas W. Alexander v. Tidewater Power Company, Atlantic Coast Line Railroad Company and Seaboard Air Line Railway Company. Complaint as to handling of baggage on through tickets for Wrightsville Beach, the passenger in each case being subjected to the inconvenience of making arrangements for transfer and transportation of same between Wilmington and the Beach. Adjusted.

Stanley-McCormick v. Burnsville Electric Company. Complaint of rates. Dismissed.

Town of Lillington v. North State Power Company. Request for reduction in rates and also 24-hour service. Dismissed.

Superintendent of Public Instruction of Johnston County v. North State Power Company. Complaint of connection charge to schools at Micro and Princeton. It appearing from explanation of defendant company that the charge made is for materials used or materials purchased and not used, and that the charge is not a part of electric lighting rate, case is dismissed.

McL. Woodward v. Southern Public Utilities Company. In re construction of electric transmission line, connection of same with line of defendant company. Adjusted.

Mangum Turner v. Tidewater Power Company. Electric light extension transmission line along the Castle Hayne Road. Adjusted.

David W. Smith v. Asheville Power and Light Company. Complaint as to lack of gas facilities in West Asheville. Dismissed.

H. B. Craven v. Carolina Power and Light Company. Complaint as to heating and lighting. Adjusted.

John S. Butler v. St. Paul Power Company. Complaint of service. Dismissed.

Mrs. E. F. Edwards v. North Carolina Public Service Company. Complaint of charges for service. Dismissed.

J. B. Lineker v. Southern Power Company, Tide Water Power Company and Carolina Power and Light Company. Request that cotton gins and oil mills be placed on preferred list for power in connection with any contemplated curtailment of power during summer and fall. Adjusted.

A. M. Harris v. Carolina Power and Light Company. Complaint of service as to quality and pressure. Adjusted.

Toe River Herald and Town of Spruce Pine v. Garris Clay Company. Complaint of service of defendant company in furnishing electric power and lines to the town of Spruce Pine. Dismissed.

Joseph S. Cook v. N. C. Public Service Company. Complaint of excessive charge. Adjusted.

Dr. J. C. Vaughan v. Rich Square Light and Power Company. Complaint of electric power lines interfering with telephone service, rendering same dangerous and useless. Defendant company is given copy of the Commission's regulations in regard to wire crossings and advised to make such corrections as in each case such parties may be responsible.

Mrs. W. N. Clark v. Asheville Power and Light Company. Complaint of having to exchange prepay meter for straight meter. Adjusted.

Greenville Gas Company to the Commission. Schedule of rates for Greenville. The following schedule approved:

\$2.35 per 1,000.....	0 to 5,000 cu. ft.
1.80 per 1,000.....	5,000 to 10,000 cu. ft.
1.35 per 1,000.....	10,000 and over

Minimum bill per month \$1.50.

Discount of 5 cents per thousand on bills paid on or before the 10th of the month.

Docket No. 6243.

Kinston Gas Company to the Commission. Schedule of rates for Kinston. The following rates are approved:

\$2.35 per 1,000.....	0 to 5,000 cu. ft.
1.80 per 1,000.....	5,000 to 10,000 cu. ft.
1.35 per 1,000.....	10,000 and over

Minimum bill per month \$1.50.

Discount of 5 cents per thousand on bills paid on or before the 10th of the month.

Docket No. 6244.

F. M. Queen v. Asheville Power and Light Company. Complaint of charges on secondary lines in Canton. Adjusted.

Tide Water Power Company to the Commission. Rates for Chadbourn, Whiteville and Burgaw. The following rates are approved:

CHADBOURN AND WHITEVILLE

Lighting Rate

13c per kilowatt hour.....	for the first 25 k.w.h. per month
10c per kilowatt hour.....	for the next 75 k.w.h. per month
6c per kilowatt hour.....	for the next 200 k.w.h. per month
5c per kilowatt hour.....	for the next 200 k.w.h. per month
4c per kilowatt hour.....	for all over 500 k.w.h. per month

Minimum bill for any one month \$1.50.

Less 5 per cent if paid before 5 o'clock p.m. on 10th day from rendition of bill.

Cooking and Heating

5c per kilowatt hour for the first 100 k.w.h. per month.

4c per kilowatt hour for all current in excess of 100 k.w.h.

Minimum bill for any one month \$3.00, less 5 per cent if paid before 5:00 o'clock p.m. on 10th day from rendition of bill.

Power Rate

7c per k.w.h. up to 20 k.w.h. per h.p. per month.

6c per k.w.h. next 60 k.w.h. per h.p. per month.

3c per k.w.h. for all current in excess of above amount.

Minimum for any one month \$1.50 per h.p.

Less 5 per cent if paid before 5 o'clock p.m. on 10th day from rendition of bill.

BURGAW

Lighting Rate

12½c per kilowatt hour.....	for the first 25 k.w.h. per month
10c per kilowatt hour.....	for the next 75 k.w.h. per month
6c per kilowatt hour.....	for the next 200 k.w.h. per month
5c per kilowatt hour.....	for the next 200 k.w.h. per month
4c per kilowatt hour.....	for all over 500 k.w.h. per month

Minimum bill for any one month \$1.50.

Less 5 per cent if paid before 5:00 o'clock p.m. on 10th day from rendition of bill.

Cooking and Heating Rate

5c per kilowatt hour for the first 100 k.w.h. per month.

4c per kilowatt hour for all current in excess of 100 k.w.h.

Minimum bill for any one month \$3.00.

Less 5 per cent if paid before 5:00 o'clock p.m. on 10th day from rendition of bill.

Power Rates

7c per k.w.h. to 60 k.w.h. per h.p. per month.

6c per k.w.h. next 60 k.w.h. per h.p. per month.

3c per k.w.h. for all current in excess of above amount.

Minimum for any one month \$1.50 per h.p. Less 5 per cent if paid before 5:00 o'clock p.m. on the 10th day from rendition of bill.

Docket No. 6255.

North Carolina Public Service Company to the Commission. Proposed rates for electric light service in Burlington, Graham, Gibsonville, Haw River, Mebane and surrounding territory:

First	50 k.w.h. consumed	10c each
Next	50 k.w.h. consumed	8c each
Next	100 k.w.h. consumed	7c each
Next	600 k.w.h. consumed	6c each
Next	200 k.w.h. consumed	5c each
Next	1000 k.w.h. consumed	4c each
Next	2000 k.w.h. consumed	3½c each
Next	4000 k.w.h. consumed	3c each

The above rates are net and not subject to discount.

Minimum charge \$1.00 per month.

These rates, showing a reduction are filed with the approval of the Commission, subject to complaint and hearing, to become effective with next meter reading periods with the various towns affected. Also large power rate for electric power service in the towns of Burlington, Gibsonville, Graham, Haw River, Mebane and surrounding territory, as follows:

This rate is now applicable to all consumers having a connected load of 100 horsepower or over, and we propose to change same to make it applicable to all consumers having a connected load of 35 horsepower or over.

Rate for small electric power service in Salisbury, Spencer and East Spencer, as follows:

First	50 k.w.h used per month	6 c per k.w.h.
Next	150 k.w.h. used per month	5 c per k.w.h.
Next	300 k.w.h. used per month	4 c per k.w.h.
Next	500 k.w.h. used per month	2 5c per k.w.h.
Next	1,000 k.w.h. used per month	2 3c per k.w.h.
Next	3,000 k.w.h. used per month	2 0c per k.w.h.
All over	5,000 k.w.h. used per month.....	1 7c per k.w.h.

The above rates are net and not subject to discount.

The minimum monthly charge for service shall be \$1.00 per horsepower of connected load.

Docket No. 6256.

Slayden, Fakes & Company v. Asheville Power and Light Company. Complaint as to commercial rates. Adjusted.

Southern Public Utilities Company to the Commission. Rates for heating and cooking. Following rates approved:

Minimum charge \$2.00 per month—for which energy is supplied up to and including 50 k.w.h

For the next 50 k.w.h..... 3½c per kilowatt hour

For all over 100 k.w.h..... 3 c per kilowatt hour

Docket No. 6296.

Southern Power Company to the Commission. Rates for cooking and water heating at Salisbury. The following rates approved:

Minimum charge \$2.00 per month—for which energy is supplied up to and including 50 kilowatt hours.

For the next 50 k.w.h..... 3½c per k.w.h.

All over 100 k.w.h..... 3 c per k.w.h.

Docket No. 6297.

North Carolina Public Service Company to the Commission. Revised electric cooking and heating rate for the towns of Greensboro, High Point, Salisbury, Spencer, East Spencer, Burlington, Graham, Gibsonville, Haw River, Mebane and surrounding territory.

Minimum charge, \$2.00 per month for which energy is supplied up to and including 50 kilowatt hours.

For the next 50 k.w.h..... 3½c per k.w.h.

For all over 100 k.w.h..... 3 c per k.w.h.

This rate is net and not subject to discount.

Docket No. 6303.

Tidewater Power Company to the Commission. Reduced rates for ice plants, approved as follows:

For ice plants using 3 ton to 10 ton machinery and operating under 60 per cent load factor.

First 40 hours use of connected load in k.w.h. at 6c per k.w.h.

(Minimum charge).

Balance at 2c per k.w.h.

5 per cent discount 10 day payment.

Fuel clause on bottom step.

Docket No. 6305.

Pickett Milling Company v. Carolina Power & Light Company. Complaint of power rate for grist mills. Adjusted.

New River Light and Power Company to the Commission. Schedule for light and power at Boone approved as follows:

Lighting Homes, Churches, Stores, Garages and the Like

Minimum	\$1.25
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First 32 k.w.h. at 12.5c	Next 100 k.w.h. at 8c
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Next 36 k.w.h. at 11.1/9c	Next 100 k.w.h. at 7c
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Next 50 k.w.h. at 10c	Above 418 k.w.h. at 6c
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Next 100 k.w.h. at 9c

Motor Rate

First 300 k.w.h. at 6c	Above 600 k.w.h. at 4c
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Next 300 k.w.h. at 5c

These are net prices, if paid promptly at the first call. At the second call 5 per cent will be added; 10 per cent at the third call. If bill is not paid then service will be discontinued until the account is paid. One dollar will be charged for the re-hook-up. Over and above expenses, the money collected will go to the permanent endowment fund, to be loaned to needy students.

Docket No. 6311.

E. G. Long v. Carolina Power and Light Company. Complaint of excessive charges. Dismissed.

J. L. Martin Realty Company v. Asheville Power and Light Company. Complaint of street car service to West Asheville. Adjusted.

Franklin Hotel, Brevard v. Brevard Light and Power Company. Application for seasonal rates. The following rate approved:

First 10 k.w.h. 20c	Next 50 k.w.h. 14c
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Next 25 k.w.h. 18c	All over 110 k.w.h. 12c
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Next 25 k.w.h. 16c

Tent shows and carnivals, for one week only, 20 cents per k.w.h.

Docket No. 6318.

North Carolina Public Service Company to the Commission. Rate and Power schedules for Randleman approved as follows:

Small Power Schedule

First	50 k.w.h. consumed	7c each
Next	150 k.w.h. consumed	6c each
Next	300 k.w.h. consumed	5c each
Next	500 k.w.h. consumed	3.5c each
Over	1,000 k.w.h. consumed	2.5c each

Minimum charge to be \$1.00 per month per horsepower of contracted load.
The above rate is net and not subject to discount.

Electric Light Schedule

First	50 k.w.h. consumed	10c each
Next	50 k.w.h. consumed	9c each
Next	100 k.w.h. consumed	8c each
Next	600 k.w.h. consumed	7c each
Next	200 k.w.h. consumed	6c each
Next	1,000 k.w.h. consumed	5c each
Next	2,000 k.w.h. consumed	4½c each
Over	4,000 k.w.h. consumed	4c each

Minimum charges to be \$1.00 per month per meter.

The above rate is net and not subject to discount.

Docket No. 6319.

Southern Power Company to the Commission. Electric rates at Salisbury approved as follows:

Lighting Schedule

For the first	25 k.w.h.....	8.0c per k.w.h.
For the next	275 k.w.h.....	7.0c per k.w.h.
For the next	300 k.w.h.....	6.0c per k.w.h.
For the next	400 k.w.h.....	4.8c per k.w.h.
For the next	1,000 k.w.h.....	3.5c per k.w.h.
For the next	2,000 k.w.h.....	3.0c per k.w.h.
For all over	4,000 k.w.h.....	2.8c per k.w.h.

If bills are paid before the 10th of the month, they are subject to the following discounts: 5 per cent if the consumption is less than 100 k.w.h.; 3 per cent where the consumption exceeds 100 k.w.h.

Power Schedule

For the first	50 k.w.h. per month.....	6.0 c per k.w.h.
For the next	150 k.w.h. per month.....	4.5 c per k.w.h.
For the next	200 k.w.h. per month.....	3.0 c per k.w.h.
For the next	600 k.w.h. per month.....	2.6 c per k.w.h.
For the next	1,000 k.w.h. per month.....	2.35c per k.w.h.
For the next	1,000 k.w.h. per month.....	2.0 c per k.w.h.
For the next	3,000 k.w.h. per month.....	1.8 c per k.w.h.
For the next	4,000 k.w.h. per month.....	1.65c per k.w.h.
For the next	10,000 k.w.h. per month.....	1.6 c per k.w.h.
For the next	80,000 k.w.h. per month.....	1.4 c per k.w.h.
For the next	50,000 k.w.h. per month.....	1.35c per k.w.h.
For the next	100,000 k.w.h. per month.....	1.3 c per k.w.h.
For the next	350,000 k.w.h. per month.....	1.2 c per k.w.h.

No discounts allowed on this scale of rates.

Docket No. 6326.

Southern Public Utilities Company to the Commission. Schedule of rates for Charlotte, Hickory, China Grove, Thomasville, Reidsville, Belmont, Mount Holly, Paw Creek, Haskins, Bessemer City, approved as follows:

Lighting Schedule

For the first	25 k.w.h.....	8.0c per k.w.h.
For the next	375 k.w.h.....	7.0c per k.w.h.
For the next	300 k.w.h.....	6.0c per k.w.h.
For the next	200 k.w.h.....	5.0c per k.w.h.
For the next	100 k.w.h.....	4.0c per k.w.h.
For all over	1,000 k.w.h.....	2.0c per k.w.h.

Discount 5 per cent on all bills if paid by the tenth of the month.

Power Schedule

For the first	50 k.w.h. per month.....	6.0 c per k.w.h.
For the next	150 k.w.h. per month.....	4.5 c per K.w.h.
For the next	200 k.w.h. per month.....	3.0 c per k.w.h.
For the next	600 k.w.h. per month.....	2.6 c per k.w.h.
For the next	1,000 k.w.h. per month.....	2.35c per k.w.h.
For the next	1,000 k.w.h. per month.....	2.0 c per k.w.h.
For the next	3,000 k.w.h. per month.....	1.8 c per k.w.h.
For the next	4,000 k.w.h. per month.....	1.65c per k.w.h.
For the next	10,000 k.w.h. per month.....	1.6 c per k.w.h.
For the next	80,000 k.w.h. per month.....	1.4 c per k.w.h.
For the next	50,000 k.w.h. per month.....	1.35c per k.w.h.
For the next	100,000 k.w.h. per month.....	1.3 c per k.w.h.
For the next	100,000 k.w.h. per month.....	1.25c per k.w.h.
For the next	350,000 k.w.h. per month.....	1.2 c per k.w.h.

Minimum charge:

\$1.00 per month per h.p. for connected load up to 25 h.p.

.75 per month per h.p. for connected load from 26 to 50 h.p.

.50 per month per h.p. for connected load over 50 h.p.

Docket No. 6337.

North Carolina Public Service Company to the Commission. Lighting schedule and small power rates in Salisbury, Spencer and East Spencer approved as follows:

Lighting Rate

For the first	25 k.w.h.....	8.0c per k.w.h.
For the next	275 k.w.h.....	7.0c per k.w.h.
For the next	300 k.w.h.....	6.0c per k.w.h.
For the next	400 k.w.h.....	4.8c per k.w.h.
For the next	1,000 k.w.h.....	3.5c per k.w.h.
For the next	2,000 k.w.h.....	3.0c per k.w.h.
For all over	4,000 k.w.h.....	2.8c per k.w.h.

Minimum charge \$1.00.

Discount 5 per cent on all bills up to 100 k.w.h. and 3 per cent on bills over 100 k.w.h., if paid by the 10th of the month.

Small Power Service

For the first	50 k.w.h. per month.....	6.0 c per k.w.h.
For the next	150 k.w.h. per month.....	4.5 c per k.w.h.
For the next	200 k.w.h. per month.....	3.0 c per k.w.h.
For the next	600 k.w.h. per month.....	2.6 c per k.w.h.
For the next	1,000 k.w.h. per month.....	2.35c per k.w.h.
For the next	1,000 k.w.h. per month.....	2.0 c per k.w.h.
For the next	3,000 k.w.h. per month.....	1.8 c per k.w.h.
For the next	4,000 k.w.h. per month.....	1.65c per k.w.h.
For the next	10,000 k.w.h. per month.....	1.6 c per k.w.h.
For all over	20,000 k.w.h. per mouth.....	1.4 c per k.w.h.

This rate is net and not subject to discount.

Docket No. 6329.

North Carolina Electrical Power Company to the Commission. Electric rate schedule approved as follows:

Combination Large Lighting and Power

Application of Schedule

This is applicable for combination large lighting and power service, where the power load comprises not less than 50 per cent of the total demand load under contracts for 25 k.w. or over.

Description of Service

Service will be supplied hereunder in accordance with the provisions of the Rules and Regulations attached hereto and Marked Exhibit "B."

Rate

\$2.00 net per contract k.w.h. each month, which \$2.00 entitled consumer to use during such month 20 k.w.h.

5 cents net per k.w.h. for the next 1,000 k.w.h. used per month.

3 cents net per k.w.h. for the next 1,000 k.w.h. used per month.

1½ cents net per k.w.h. for the excess of above stated amounts.

Contract K.W.

The contract K.W. under this schedule shall be the contract demand as determined under the provisions of Rule 4 of the attached Rules and Regulations, except that for installations where elevators constitute a part of the load, the Company reserves the right to determine that portion of the contract K.W. exclusive of the elevator load in accordance with the above stated rule and add thereto, to arrive at the total contract K.W., a percentage of the connected elevator load as follows:

1 elevator 100 per cent of full load rating.

2 elevators 90 per cent of combined full load ratings.

3 elevators or more 80 per cent of combined full load ratings.

Contract Period

This schedule applies to service for a period of not less than one year, provided that contracts for longer periods may be required where circumstances justify.

For Large Paper and Pulp Mills

Application of Schedule

This service applies only to paper and pulp mills contracting for a demand of 1,500 k.w. or more; voltage of delivery to be the transmission line voltage at delivery point.

Rate

\$3.00 net per month per contract k.w., which \$3.00 includes the use of 325 k.w.h.

6.5 mills net per k.w.h. for the excess of the above stated amount.

Contract Period

This schedule applies to service for a period of not less than five years, provided that contracts for longer periods may be required where circumstances justify.

Docket No. 6333.

North Carolina Public Service Company to the Commission. Electric Rates in the towns and cities of Greensboro, High Point, Salisbury, Spencer, East Spencer, Burlington, Graham, Gibsonville, Haw River, Mebane, Elfland, Pleasant Garden, Randleman, Trinity, Archdale and vicinity approved as follows:

Five cents per k.w.h. consumed.

Minimum charge \$2.00 per month per meter.

This rate is net.

Docket No. 6341.

P. A. Barringer v. Troutman Light and Power Company. Complaint of inadequate service. Adjusted.

Mrs. A. M. Mesich v. Asheville Power and Light Company. Complaint of overcharge. Adjusted.

Fitzgerald and Company, Inc., v. Yadkin River Power Company. Complaint of charge for service. Dismissed.

H. P. Edwards v. Carolina Power and Light Company. Complaint as to service. Adjusted.

Tidewater Power Company to the Commission. Rates for Wilmington Beach, Carolina Beach, White Lake. The following rates approved:

To ALL CONSUMERS AT SEABREEZE, CAROLINA BEACH AND WILMINGTON BEACH

Character of Service: A. C., 60 cycles, single phase, 115-230 volts.

Rate: 18c per kilowatt hour for first 1½ k.w.h. per 60 watt lamp (or equivalent) per month. 15c per k.w.h. for next 4½ k.w.h. per 60 watts equivalent per month, 9c per k.w.h. all in excess of above.

Minimum charge: \$15.00 for the initial period of 3 months, proportionate charge for less than 3 months. \$3.00 a month thereafter.

Connection charge: \$3.00 for service less than three months.

Cash discount: Five per cent.

Term of contract: Indefinite.

To ALL CONSUMERS AT WHITE LAKE, N. C.

Character of service: A. C., Cycles, single phase, 115-230 volts.

Rate

12½c per k.w.h. for first 25 k.w.h. per month

10c per k.w.h. for next 25 k.w.h. per month

6c per k.w.h. for excess.

Minimum Charge

\$15.00 for initial period of 3 months or less.

3.00 a month thereafter.

Cash discount: Five Per cent.

Term of contract: Indefinite.

Rates for children approved as follows:

Round trip fare to Wrightsville Beach for children over five and under twelve years of age 25 cents.

Docket No. 6419.

Burnsville Light, Heat and Power Company to the Commission. Rate for Feldspar Mining.

1½c per k.w.h.

Minimum per month \$1.00 per horsepower demand.

Docket No. 6432.

North Carolina Public Service Company to the Commission. Gas rates for Burlington approved as follows:

For the first	5,000 cu. ft. per month.....	\$2.10 per M.C.F.
For the next	10,000 cu. ft. per month.....	1.95 per M.C.F.
For the next	20,000 cu. ft. per month.....	1.70 per M.C.F.
For the next	25,000 cu. ft. per month.....	1.50 per M.C.F.
For the next	40,000 cu. ft. per month.....	1.25 per M.C.F.
All over	100,000 cu. ft. per month.....	1.00 per M.C.F.

The above rates are net and not subject to discount.

The minimum monthly charge for service shall be \$1.50 per meter.

Docket No. 6436.

Asheville Power and Light Company to the Commission. Application for residential and commercial gas schedule for Asheville the following rates and approved, subject to hearing upon complaint, to become effective February 1, 1926:

This schedule applicable to service for general retail gas cooking, heating, lighting and gas for industrial purposes.

Rate

\$1.90 net per M.C.F.....	for first 5 M.C.F.
1.80 net per M.C.F.....	for next 5 M.C.F.
1.65 net per M.C.F.....	for next 10 M.C.F.
1.20 net per M.C.F.....	for next 20 M.C.F.
1.05 net per M.C.F. for excess.	

Minimum charge per meter \$1.50 net.

Contract: Not less than one year.

Docket No. 6387.

Hillsboro Light and Power Company to the Commission. Application for electric light and power rates for Hillsboro. The following rates filed and approved subject to hearing upon complaint, the rates representing a reduction in rates in effect at this time:

Electric Light Rates

First	30 k.w. hours @ .12½c.
Next	45 k.w. hours @ .11c
Next	75 k.w. hours @ .10c
Next	250 k.w. hours @ .09c
Next	400 k.w. hours @ .08c
Next	500 k.w. hours @ .07c
Next	700 k.w. hours @ .06c

All in excess of 2000 k.w. hours @ .05c

Minimum \$1.25 per month.

Discount 5 per cent if bills paid by 10th of each month.

Residential Pump Rates

First 10 k.w. hours @ .12½c

Next 5 k.w. hours @ .11c

All in excess of 15 k.w. hours @ .10c

Minimum \$1.25 per month for each 1 h.p. motor or fraction thereof.

No discounts up to 3 h.p. More than 3 h.p. at \$1.00 per h.p. per month.

Electric Refrigeration Rates: All k.w. hours at 6 cents.

No discounts.

Minimum \$2.00 per month.

All other power rates same as now on file.

Docket No. 6407.

Carolina Power & Light Company to the Commission. The following rates approved for the town of Roxboro:

COMMERCIAL LIGHTING RATE

Availability

Commercial lighting for stores, offices, theatres, hotels, boarding houses and all industrial and commercial establishments, etc., which permits use of miscellaneous heating appliances of not more than 660 watts, and small fractional h.p. motors:

Rate

12c gross,	11½c net per k.w.h. for first	50 k.w.h. per month
10c gross,	9½c net per k.w.h. for next	200 k.w.h. per month
8c gross,	7½c net per k.w.h. for next	300 k.w.h. per month
6½c gross,	6c net per k.w.h. for next	1200 k.w.h. per month
3c gross,	3c net per k.w.h. for all excess.	

Payment

The difference between the gross rate and net rate constitutes a prompt payment discount which is allowed when bills are paid within ten days from the date thereof. When not so paid the gross rate shall apply.

Minimum monthly charge, \$1.50 net.

Term of contract, one year.

RESIDENTIAL LIGHTING RATE

Availability

This schedule is available for electric service to residences only, and is not applicable to hotels, boarding houses, offices, or commercial establishments. It includes the use of energy for lighting and for the operation of miscellaneous household appliances, provided the rating of no single appliance is in excess of 660 watts. This schedule is also available for motors of less than one (1) horsepower.

Determination of First Block

<i>Number of Rooms</i>	<i>First Block</i>
4 rooms or less	.24 k.w.h. per month
5 rooms or less	.26 k.w.h. per month
6 rooms or less	.28 k.w.h. per month
7 rooms or less	.30 k.w.h. per month
8 rooms or less	.32 k.w.h. per month
9 rooms or less	.34 k.w.h. per month
10 rooms or less	.36 k.w.h. per month
11 rooms or less	.38 k.w.h. per month
12 rooms or less	.40 k.w.h. per month
13 rooms or less	.42 k.w.h. per month
14 rooms or less	.44 k.w.h. per month
15 rooms or less	.46 k.w.h. per month
16 rooms or less	.48 k.w.h. per month
17 rooms or over	.50 k.w.h. per month

Number of Rooms Counted to Determine K.W.H. in First Block

In taking count of rooms to determine the number of k.w.h. contained in first, all the rooms in houses are to be counted except hallways (not including hallways used as living rooms), alcoves, bathrooms, lavatories, unfinished attic and basement rooms, trunk rooms, laundry rooms, front and rear porches, sleeping porches, not permanently closed, fruit rooms and pantries. Garages, detached buildings and stables connected to house meter count as one room and each bed room in same will be counted as one room.

Payment

The difference between the gross rate and net rate constitutes a prompt payment discount which is allowed when bills are paid within ten days from the date thereof. When not so paid the gross rate shall apply.

Minimum monthly charge, \$1.50 net.

Term of contract, one year.

Docket No. 6238.

North Carolina Public Service Company to the Commission. The following schedule of rates for High Point and vicinity for textile and grain mills approved:

*Primary Day or Night, or Day and Night Power for Textile and Grain Mills,
Using 100 Kilowatts and Over*

<i>Kilowatt Hours Per Month</i>	<i>Per Kilowatt Hour</i>
First 50,000	\$1.40
Next 50,000	1.35
Next 50,000	1.30
Next 50,000	1.25
Next 100,000	1.20
Next 100,000 and over	1.15

All power of the above class used by a customer in excess of the maximum number of kilowatt hours per month permitted to be used under the contract of such customer shall be paid for at the rate of 1.4 cents per kilowatt hour, provided, however, that the company shall be under no obligation to furnish power in excess of the maximum amount required to be furnished by its contract.

Minimum charge shall be on a bi-monthly basis and all customers shall be required to pay, regardless of amount of power actually used, for sixty-six and two-thirds per cent (66 2-3 per cent) of the maximum number of kilowatt hours contracted for in any period of two months. Minimums shall be adjusted bi-monthly.

Docket No. 6290.

Carolina Power & Light Company to the Commission. The following revised gas rates for Durham and Raleigh filed and approved:

Application of Schedule: This schedule is applicable to service for general retail gas lighting, heating, cooking and gas for industrial purposes.

	<i>Rate</i>
Prepay meters	\$1.80 per 1000 cu. ft.
Regular meters 0 to 5,000 cu. ft.	1.85 per 1000 cu. ft.
Regular meters next 5,000 cu. ft.	1.70 per 1000 cu. ft.
Regular meters next 10,000 cu. ft.	1.55 per 1000 cu. ft.
Regular meters next 30,000 cu. ft.	1.25 per 1000 cu. ft.
Regular meters next 50,000 cu. ft.	1.05 per 1000 cu. ft.
Regular meters all over 100,000 cu. ft.	1.00 per 1000 cu. ft.

Prompt Payment discounts: On all bills paid within ten days from the date thereof there will be allowed a discount of five (5 cents) cents per thousand cubic feet for customers having a regular meter. No discount is allowed customers having a prepay meter.

Monthly guarantee: The minimum charge per meter is \$1.50 net per month.

Contract period: This schedule applies to service for a period of not less than one year.

Docket No. 6307.

Franklin Light and Power Department to the Commission. The following schedule of rates for sale of electric power filed and approved:

SCHEDULE No. 1.

Primary, day or night, or day and night for plants using 100 kilowatts or over

For the first 10,000 k.w. hours per month	2.5c per k.w.h.
For the next 10,000 k.w. hours per month	2.0c per k.w.h.
For the next 10,000 k.w. hours per month	1.5c per k.w.h.
For the next 10,000 k.w. hours per month	1.0c per k.w.h.
All over	1.0c per k.w.h.

All power of the above class used by a customer in excess of the maximum number of kilowatt hours per month permitted to be used under the contract of such customer shall be paid for at the rate of 2.5 cents per kilowatt hour, provided, however, that the Town of Franklin shall be under no obligation to furnish power in excess of the maximum amount required to be furnished by the contract.

The monthly minimum charge for the above class of power shall be \$1.25 per kilowatt for each kilowatt contracted for.

SCHEDULE No. 2

Primary, day or night, or day and night power for plants using 100 k.w. or less

For the first 1,000 k.w. hrs. per month	3.5c per k.w.h.
For the next 3,000 k.w. hrs. per month	3.0c per k.w.h.
For the next 5,000 k.w. hrs. per month	2.5c per k.w.h.
All over	2.0c per k.w.h.

All power of the above class used by a customer in excess of the maximum number of kilowatt hours per month permitted to be used under the contract of such customer shall be paid for at the rate of 3.5c per kilowatt hour, provided, however, that the Town of Franklin shall be under no obligation to furnish power in excess of the maximum amount required to be furnished by the contract.

The monthly minimum charge for the above class of power shall be \$1.25 per kilowatt for each kilowatt contracted for.

SCHEDULE No. 3

Rates for Miscellaneous Primary Power

For the first 50 k.w. hrs. per month	8.0c per k.w.h.
For the next 100 k.w. hrs. per month	7.0c per k.w.h.
For the next 300 k.w. hrs. per month	5.0c per k.w.h.
For the next 500 k.w. hrs. per month	3.5c per k.w.h.
All over	2.0c per k.w.h.

The monthly minimum charge for the above class of power shall be \$1.25 per kilowatt for each kilowatt contracted for.

SCHEDULE No. 4

Resident Rate

Twelve cents per kilowatt hour regardless of the amount used in any one month.

The monthly minimum charge for this class of power shall be \$1.50 per month whether or not any power is taken or used.

SCHEDULE No. 5.

Commercial Rate

For the first 25 k.w. hours	12.0c per k.w.h.
For the next 100 k.w. hours	8.0c per k.w.h.
All over	6.0c per k.w.h.

The minimum charge for this class of power shall be \$1.50 per month whether or not any power is taken or used.

SCHEDULE No. 6

Cooking Rate

Four cents per kilowatt hour regardless of the amount used in any one month.

The minimum charge for this class of power shall be \$3.00 per month whether or not any power is taken or used.

Docket No. 6373.

Neuse River Electric Company to the Commission. The following electric rates for Jacksonville filed and approved:

Domestic Rates

First 25 k.w.	12½c per k.w.
Next 75 k.w.	10c per k.w.
All over 100 k.w.	6c per k.w.
Less 5 per cent discount if paid by 10th of month.	
Minimum bill \$1.50 per month.	

Cooking Rates

First 100 k.w.	5c per k.w.
All over	4c per k.w.
5 per cent discount if paid within 10 days.	
Minimum \$3.00 per month.	

Power

First 20 k.w.	7c per k.w.
Next 60 k.w.	6c per k.w.
All over	3c per k.w.
Less 5 per cent discount if paid by 10th of month.	
Minimum \$1.50 per h.p. per month.	

Street Light

Seven and one half cents per k.w.
Less 5 per cent if paid by 10th of month.

Docket No. 6390.

Asheville Power and Light Company. The following rates were filed and approved without orders being made in case:

Rates for Asheville, including residence lighting and cooking.
Commercial lighting
Miscellaneous short term or seasonal service
Temporary lighting or power service
Advertising window lighting
Advertising sign and decorative lighting

Docket No. 6208.

Schedule of rates approved for Canton Electric Company without order being made.

Docket No. 6269.

Large and small miscellaneous power schedules and commercial schedules filed and approved.

Docket No. 6354.

Virginia Electric and Power Company to the Commission. Rate schedules for service in Eastern North Carolina—Counties of Northampton, Hertford, Bertie and Martin:

Retail Lighting Rate

This rate shall be available to retail residence and commercial customers.

	<i>Rate</i>	<i>Net Per K.W.H.</i>
First	100 kilowatt-hours consumed per month	\$0.15
Next	450 kilowatt-hours consumed per month	0.12
Next	450 kilowatt-hours consumed per month	0.10
Next	1,300 kilowatt-hours consumed per month	0.07
Excess over 2,000	kilowatt-hours consumed per month	0.05

A discount of 5 per cent will be allowed on any bill for service under this rate when the bill is paid on or before the tenth day following the date on which the bill is presented.

A minimum bill of \$1.50 per month will be charged customers served under this rate.

Combined Lighting and Appliance Rate for Residences

This rate shall be available only to such residence customers of the Company as have installed and wired in a fixed location, in addition to lighting service, one or more of the following appliances:

Electric cooking equipment.

Electric refrigerating equipment.

	<i>Rate</i>	<i>Net Per K.W.H.</i>
First	40 kilowatt-hours consumed per month	\$0.12
Next	60 kilowatt-hours consumed per month	0.08
Excess over	100 kilowatt-hours consumed per month	0.06

Not subject to discount.

Minimum bill: \$36 per year, but not less than \$1.50 in any one month, when the connected load is not more than 5 kilowatts.

For each kilowatt of connected load, or part thereof, in excess of 5 kilowatts, the annual bill shall be increased \$5 per year.

Portable appliances shall not be considered when determining the connected load.

Retail Power Rate

This rate shall be available to retail power customers and to users of large heating and refrigeration equipment, where the equipment is installed and wired in a fixed location.

Lighting service will be allowed in combination with power service only when the capacity of the lighting installation is less than 50 per cent of the capacity of the power installation.

	<i>Rate</i>	<i>Net Per K.W.H.</i>
First	100 kilowatt-hours consumed per month	\$0.10
Next	150 kilowatt-hours consumed per month	0.09
Next	750 kilowatt-hours consumed per month	0.08
Next	500 kilowatt-hours consumed per month	0.07
Next	1,500 kilowatt-hours consumed per month	0.05
Excess over 3,000 kilowatt-hours consumed per month		0.04

Not subject to discount.

A minimum bill of \$1.00 per k.w. (or per h.p. of motors) per month will be charged customers served under this rate.

Wholesale Demand Rate

This rate shall be available to wholesale customers who will pay for a monthly demand of 25 kilowatts or more.

Electrical energy for lighting used in connection with power shall be classed as power and billed under this rate only when the lighting demand is 50 per cent or less of the total demand, and when no additional metering or transforming apparatus is required, and when the entire consumption including both power consumption and lighting consumption, is recorded by the same meter.

When the lighting demand is more than 50 per cent of the total demand, and when no additional metering or transforming apparatus is required, and when the entire consumption, including both power consumption and lighting consumption is recorded by the same meter, then the entire consumption shall be billed for at 10 per cent increase above the rates given in the schedule below.

To ascertain whether a contract is a lighting or power contract, the lighting demand shall be taken as 75 per cent of the connected capacity in lighting, and the power demand shall be taken as 50 per cent of the connected capacity in power.

Rate

(Customer pays both demand charge and energy charge each month)

First 25 kilowatts, or less, of demand \$50.00 net per month.

Next 25 kilowatts of demand \$1.50 net per k.w. per month.

Excess over 50 kilowatts of demand \$1.25 net per k.w. per month.

Energy Charge

First	1,000 k.w.h. consumed per month	\$0.04	net per k.w.h.
Next	4,000 k.w.h. consumed per month	0.03	net per k.w.h.
Next	5,000 k.w.h. consumed per month	0.025	net per k.w.h.
Next	40,000 k.w.h. consumed per month	0.0225	net per k.w.h.
Excess over 50,000 k.w.h. consumed per month		0.02	net per k.w.h.

If a minimum demand of 50 k.w. is paid for under this rate, then the first 10,000 kilowatt-hours consumed per month will be charged for at the rate of \$0.025 net per kilowatt-hour.

Bills calculated under this rate are due when presented, and are not subject to discount, except as specified below.

A discount of 10 per cent will be allowed on both demand charge and energy charge when primary service is furnished, and when no transformers, labor or material are furnished by the Company.

The demand charge shall be the minimum bill under this rate.

Docket No. 6464.

Carolina Mountain Power Company to the Commission. Schedule of lighting rates for Chimney Rock and Lake Lure approved as follows:

Current Rates For Lighting

First 10 k.w.h. ....	.11c per k.w.h.
Next 15 k.w.h.	9c per k.w.h.
Over 25 k.w.h.	7c per k.w.h.
Minimum charge	\$1.00

Rates for Power

1—50 k.w.h.	same as for lights
51—250 k.w.h.	5.5c— 0% per k.w.h.
251—500 k.w.h.	5.5c—20% per k.w.h.
501—1,000 k.w.h.	5.5c—35% per k.w.h.
1,001—2,000 k.w.h.	5.5c—50% per k.w.h.
Over 2,001 k.w.h.	5.5c—60% per k.w.h.
Minimum charge	\$1.00

Cooking and heating, 3 cents per k.w.h.

Minimum charge, \$1.00.

Effective October 19, 1926.

Docket No. 6472.

North Carolina Public Service Company to the Commission. Schedule of gas rates for Winston-Salem, High Point, Salisbury, Spencer and East Spencer, being a reduction in former rates filed and approved as follows:

GREENSBORO AND WINSTON-SALEM

*Meter Rate for Gas Service Yearly Contract**Rate*

\$1.80 per m. cu. ft. for the first	5,000 cu. ft. used per month
1.70 per m. cu. ft. for the next	10,000 cu. ft. used per month
1.55 per m. cu. ft. for the next	20,000 cu. ft. used per month
1.35 per m. cu. ft. for the next	25,000 cu. ft. used per month
1.15 per m. cu. ft. for the next	40,000 cu. ft. used per month
1.00 per m. cu. ft. for all consumption in excess of 100,000 cu. ft. per month.	

The regular minimum charge is \$1.50 per meter per month, and is made only in case the charges for gas consumed in any one month shall be less than the minimum charge, and in this case no charge shall be made for the gas consumed.

Bills are net and due and payable within ten days from date of bill.
Effective January 1, 1927.

Prepayment Meter Rate for Gas Service Yearly Contract

\$1.80 per month cubic feet for all gas consumed per month.

The minimum charge is \$1.50 per meter per month, made only in case the gas consumed in any one month shall be less than the minimum charge, and in the case the amount of payment for gas consumed shall be deducted from the minimum charge.

Effective, January 1, 1927.

Docket No. 6495.

HIGH POINT, SALISBURY, SPENCER AND EAST SPENCER

Meter Rate for Gas Service Yearly Contract

\$1.95 per m. cu. ft. for first	5,000 cu. ft. used per month
1.85 per m. cu. ft. for next	10,000 cu. ft. used per month
1.65 per m. cu. ft. for next	20,000 cu. ft. used per month
1.45 per m. cu. ft. for next	25,000 cu. ft. used per month
1.25 per m. cu. ft. for next	40,000 cu. ft. used per month
1.00 per m. cu. ft. for all consumption in excess of	100,000 cu. ft. per month.

The regular minimum charge is \$1.50 per meter per month, and is made only in case the charge for gas consumed in any one month shall be less than the minimum charge, and in this case no charge shall be made for the gas consumed.

Bills under this schedule are net and are due and payable within ten days from date of bill.

Effective January 1, 1927.

Docket No. 6495.

Carolina Power & Light Company to the Commission. Schedule of charges for power sold for redistribution and resale, filed and approved.

Docket No. 6225.

Carolina Power & Light Company. Charges for service to grist mills filed and approved.

Docket No. 6237.

Carolina Power & Light Company to the Commission. Miscellaneous power rate schedules filed and approved.

Docket No. 6300.

Carolina Power & Light Company to the Commission. Rates for residential and commercial lighting for Raleigh, Henderson, Oxford, Sanford, Jonesboro, Goldsboro and Dunn filed and approved.

Docket No. 6357.

Carolina Power & Light Company to the Commission. Rates for grist mill and flour mill service filed and approved.

Docket No. 6363.

Carolina Power & Light Company to the Commission. Power rate schedule for ginnery service filed and approved.

Docket No. 6433.

North Carolina Electrical Power Company to the Commission. Adjusted rates for Asheville filed and approved:

Residence lighting
Combination residence lighting and cooking
Commercial lighting
Miscellaneous short term or seasonal service
Temporary lighting or power service
Advertising window lighting
Advertising sign and decorative lighting

Docket No. 6209.

North Carolina Electric Power Company. Rate schedules for electric lighting and power service schedule filed and approved.

Docket No. 6352.

North Carolina Electrical Power Company. Rat schedules for electric rate schedule of public service for resale filed and approved.

Docket No. 6359.

Yadkin Electric Company to the Commission. Electric rate schedules for Canton filed and approved.

Docket No. 6353.

Rates, rules and regulations filed and approved.

Docket No. 6423.

Yadkin River Power Company to the Commission. Schedule of charges for power sale for redistribution and resale filed and approved.

Docket No. 6226.

Yadkin River Power Company to the Commission. Power charges for service and grist mills.

Docket No. 6239.

Yadkin River Power Company. Schedule miscellaneous power rates filed and approved.

Docket No. 6299.

Yadkin River Power Company. Rates for residential and commercial lighting for Hamlet, Rockingham, Wadesboro.

Docket No. 6358.

Blue Ridge Power Company to the Commission. Application for schedule of rates for residential and cooking purposes in the county of Henderson. Following rates approved, subject to hearing on complaint.

First	25 k.w.h. per month	.....	10c	per k.w.h.
Next	25 k.w.h. per month	.....	9c	per k.w.h.
Next	150 k.w.h. per month	.....	4c	per k.w.h.
Next	100 k.w.h. per month	.....	3½c	per k.w.h.
Next	250 k.w.h. per month	.....	3c	per k.w.h.
Next	500 k.w.h. per month	.....	2½c	per k.w.h.
Excess	k.w.h. per month	.....	2c	per k.w.h.

Minimum monthly charge \$3.00.

Ten per cent discount on bills paid on or before the 10th of the month for current used the previous month.

Docket No. 6498.

EXPRESS COMPANIES

Enfield Chamber of Commerce v. American Railway Express Company. Complaint of discontinuance of express service on two of the four trains passing Enfield daily. Adjusted.

American Railway Express Company to the Commission. Application for discontinuance of delivery service at Dunn. Granted.

American Railway Express Company to the Commission. Application for authority to close office at Steeds. Express Company later advises that arrangements are made to keep office open. Case closed.

American Railway Express Company to the Commission. Application to close agency at Logan. Granted.

American Railway Express Company to the Commission. Application for discontinuance of agency at Linville Falls. Granted.

American Railway Express Company to the Commission. Application to close temporarily agency at Hassell. Granted.

Southeastern Express Company to the Commission. Application to close agency at Blantyre. Granted.

Citizens of Lexington v. American Railway Express Company and Southeastern Express Company. Petition to enlarge delivery limits. Defendant companies agree to extend delivery limits. Case closed.

American Railway Express Company to the Commission. Application to close agency at Pensacola. Granted.

H. P. Grier v. Southeastern Express Company. Request for extension of express delivery limits in Statesville. Request granted.

Citizens of Marion v. Southeastern Express Company. Application for extension of delivery limits to correspond with corporate limits of the town. Adjusted.

Southeastern Express Company to the Commission. Application to close agency at Worth. Granted.

American Railway Express Company to the Commission. Application to close office at Macclesfield. Granted.

Southeastern Express Company to the Commission. Application to discontinue agency at Rhodhiss. Granted.

Southeastern Express Company to the Commission. Application for authority to discontinue agency at Runion. Granted.

American Railway Express Company to the Commission. Application for authority to close agency at Paschall. Granted.

American Railway Express Company to the Commission. Application to close agency at Chapanoke and Ether. Granted.

American Railway Express Company to the Commission. Application to close agency at Iron and Grants. Granted.

American Railway Express Company to the Commission. Application to close agency at Ryland. Application withdrawn. Case dismissed.

TELEGRAPH COMPANIES

L. D. Grady v. Western Union Telegraph Company. Petition for establishment of office at Turkey. Dismissed.

Town of Selma v. Western Union Telegraph Company. Complaint as to location of office. Dismissed.

Western Union Telegraph Company to the Commission. Establishment of office at King. Granted.

Western Union Telegraph Company to the Commission. Establishment of office at Havelock. Granted.

Western Union Telegraph Company to the Commission. Establishment of office at Pleasant Garden. Granted.

Citizens of Bryson City v. Western Union Telegraph Company. Petition asking for establishment and maintenance of separate office at Bryson City for better service. Defendant company advises that suitable location is being secured and if such space at a reasonable rent may be obtained for an independent office, plans for opening independent office would be carried in the budget for such office.

A. S. Mitchell v. Western Union Telegraph Company. Complaint of non-delivery of message to Winton. Dismissed.

Postal Telegraph Cable Company to the Commission. Application for installation of zone system for intrastate rates. Application withdrawn.

Windsor Chamber of Commerce v. Western Union Telegraph Company. Petition for establishment of office at Windsor, or for arrangements to take care of business at that point. Adjusted.

Western Union Telegraph Company to the Commission. Application for establishment of service at Simpson. Granted.

Western Union Telegraph Company to the Commission. Application for establishment of agency at Evergreen. Granted.

Western Union Telegraph Company to the Commission. Application for establishment of temporary office at Hydro. Granted.

TELEPHONE COMPANIES

Citizens of Aberdeen and Southern Pines v. City Telephone Company. Complaint of Service. Adjusted.

Citizens of Parkton v. Parkton Telephone Exchange. Complaint of service and petition for longer service and also open exchange on Sunday. Dismissed.

T. S. Bentley v. Home Telephone and Telegraph Company. Complaint of service rendered Panacea Hotel, a summer resort. Adjusted.

J. S. Skinner v. Home Telephone and Telegraph Company. Complaint of service. Adjusted.

Hoffman Brothers v. Southern Bell Telephone and Telegraph Company. Complaint of service. Adjusted.

W. H. Euliss v. Southern Bell Telephone and Telegraph Company. Complaint of failure to receive service. Adjusted.

Carolina Telephone and Telegraph Company to the Commission. Standardizing rates for private branch exchanges. It appearing that several contracts were made, prior to the war and high prices, at a lower rate, and these contracts have expired, application is made for increase in charge in keeping with rates charged by other telephones companies for this service as follows:

Switchboard	\$84.00 per annum
Signaling, talking and ringing battery	78.00 per annum
Private line rate equal to the business special line rate prevailing and private branch exchange stations	6.40 per annum each
This rate applied when the subscriber desired telephone company to furnish, install and maintain inside wiring and cabling. In cases where the subscriber prefers to maintain the inside wiring the private branch exchange station rate to be	4.20 per annum each

Approved.

P. H. Powell v. Denton Telephone Company and Lexington Telephone Company. Complaint of long-distance service. Adjusted.

W. F. Earley v. Chowan and Roanoke Telephone Company. Complaint of abandonment of telephone line and service. Dismissed.

William A. Carroll v. North State Telephone Company. Complaint of charge and service. Adjusted.

H. S. Mulwee v. Southern Bell Telephone and Telegraph Company. Complaint of delay in installation of telephone. Complainant not being a resident of Charlotte and residing on a road less thickly populated than other sections demanding service which would require very considerable expenditure to supply all the facilities for the installation of telephone, suggestion is made by defendant company that telephone service be secured through Newell's Farmers' Exchange, which exchange is serving the section in which complainant lives. Dismissed.

Ernest L. Tyndall v. Carolina Telephone and Telegraph company. Complaint of failure to secure service. Adjusted.

T. Holt Laird and Company v. Southern Bell Telephone and Telegraph Company. Complaint of defendant company placing long-distance calls on local telephone when separate telephone for long-distance messages is maintained. Adjusted.

R. T. Claywell v. Southern Bell Telephone and Telegraph Company. Complaint of delay in installing individual service. Phone installed.

Mrs. O. F. Lytle v. Southern Bell Telephone and Telegraph Company. Complaint of delay in installing telephone. Phone installed.

W. T. Moffit v. Southern Bell Telephone and Telegraph Company. Complaint of delay in installation of telephone. Phone installed.

Slades, Rhodes and Company v. Hamilton Telephone Company. Complaint of disconnection of service. Service restored.

David W. Smith v. Southern Bell Telephone and Telegraph Company. Complaint of delay in installation of telephone. Delay being due to lack of cable facilities but upon advice by defendant company that, unless something unforeseen interfered, work on new cable would be completed within several months after which completion applicant would be cared for, case is closed.

Parkton Telephone Exchange v. Western Union Telegraph Company. Complaint of damage to lines by defendant company in raising their wires in the town of Parkton. Adjusted.

Southern Bell Telephone and Telegraph Company to the Commission. Request for discontinuance of Toll Station No. 2 at Skyland. Granted.

Southern Bell Telephone and Telegraph Company to the Commission. Request for discontinuance of Toll Station at Samarcand. Granted.

T. M. Owen v. Carolina Telephone and Telegraph Company. Complaint of rate. Dismissed.

N. B. Beal and J. B. Cooper v. Southern Bell Telephone and Telegraph Company. Application for telephone service for Tankers Filling Station near Method. Arrangement made with urban telephone company to furnish service.

J. G. McCormick v. Southern Bell Telephone and Telegraph Company. Complaint of telephone service. Adjusted.

Citizens of Waco v. Piedmont Telephone and Telegraph Company. Complaint of discontinuance of central telephone exchange. Dismissed.

Southern Bell Telephone and Telegraph Company to the Commission. Request for discontinuance of Toll Station at Cherryfield. Granted.

Southern Bell Telephone and Telegraph Company to the Commission. Notice of exchange at Claremont operated by George E. Setzer, leading Toll Station at said point.

Southern Bell Telephone and Telegraph Company to the Commission. Request for discontinuance of toll station at Bluff. Granted.

Southern Bell Telephone and Telegraph Company to the Commission. Request for discontinuance of toll station at Dennis. Granted.

Mayor of Aberdeen v. City Telephone Company. Complaint of increase in rate for Aberdeen. The telephone company having taken up with the Commission the matter of increase in rates, an adjustment is reached and the following rates approved by the Commission:

Party line, residence	\$1.75
Private line, residence	2.25
Party line, business	2.50
Private line, business	3.50
Ten cents toll between Aberdeen and Southern Pines.	

Wilmont v. Southern Bell Telephone and Telegraph Company. Request that location of poles on Hillsboro Street be changed, Wilmont being an important residential development in process and the pole line not conforming to the proposed curb line with reference to the laying of sidewalks on said development. Adjusted.

Richard L. Mears v. Southern Bell Telephone and Telegraph Company. Application for special line service instead of party line service. Adjusted.

Parkton v. Parkton Telephone Exchange. Complaint as to toll line service. Adjusted.

Charles E. Johnson v. Southern Bell Telephone and Telegraph Company. Complaint of overcharge on long distance calls. Adjusted.

John H. Pearson v. Southern Bell Telephone and Telegraph Company. Complaint of service. Adjusted.

Southern Bell Telephone and Telegraph Company to the Commission. Request for discontinuance of toll station at Smithtown. Granted.

Southern Bell Telephone and Telegraph Company to the Commission. Request for discontinuance of toll station at Vass. Granted.

Greene County Telephone Company v. Western Union Telegraph Company. Agreement as to handling business for defendant company. Adjusted.

Thorne Brothers Cash Grocery v. Southern Bell Telephone and Telegraph Company. Complaint of service. Adjusted.

Edgewood Developing and Construction Company v. Southern Bell Telephone and Telegraph Company. Complaint of delay in installation of station for complainant. Service installed.

Drs. Lilly, Jordan and McKay v. Carolina Telephone and Telegraph Company. Complaint of unsatisfactory service. Adjusted.

Thomas Fuller v. Southern Bell Telephone and Telegraph Company. Application for installation of telephone. Dismissed.

E. R. Clark v. Southern Bell Telephone and Telegraph Company. Complaint of charge for discontinuing service for nonpayment of rental. Dismissed.

Citizens of Franklinville v. Randolph Telephone Company. Complaint of service. Adjusted.

R. A. Smith v. Southern Bell Telephone and Telegraph Company. Complaint of delay installation of telephone. Phone installed.

C. B. Wade v. Southern Bell Telephone and Telegraph Company. Complaint of unsatisfactory telephone equipment. Adjusted.

J. G. McCormick v. Southern Bell Telephone and Telegraph Company. Complaint of service. Adjusted.

C. F. Huneycutt v. Southern Bell Telephone and Telegraph Company. Complaint of delay in removal of telephone service. Adjusted.

E. R. Samuels v. Southern Bell Telephone and Telegraph Company. Complaint of charge. Adjusted.

Fremont Telephone Company v. Carolina Telephone and Telegraph Company. Division of long-distance telephone tolls. Dismissed.

W. H. Stearns v. Polk County Telephone Company. Complaint of delay in installing phone. Adjusted.

Merchants Telephone Company to the Commission. Schedule of toll rates for Bailey and Middlesex approved as follows:

	<i>Station to Station</i>	<i>Party to Party</i>
Middlesex to Wilson	20 cents	25 cents
Middlesex to Bailey	5 cents	10 cents
Middlesex to Simms	10 cents	15 cents
Bailey to Wilson	15 cents	20 cents
Bailey to Simms	5 cents	10 cents

Southern Bell Telephone and Telegraph Company to the Commission. Request for discontinuance of toll station at Pee Dee. Granted.

Dr. C. E. Wilkerson v. Southern Bell Telephone and Telegraph Company. Complaint of delay in installation of telephone. Adjusted.

Interstate Telephone and Telegraph Company to the Commission. Regulations with reference to rental service and restoration fee. Approved.

Mrs. A. S. Jones v. Southern Bell Telephone and Telegraph Company. Complaint of delay in installing telephone service. Telephone installed.

F. P. Cover & Sons, Inc., v. Andrews Telephone Company. Complaint of notice of advance in telephone rates. Rates not having been approved by the Commission, the telephone company is advised to file a copy, and the following rates approved by the Board of Aldermen of Andrews were submitted and approved by the Commission subject to hearing upon complaint:

Party lines	\$2.00
Private lines	2.50 wall phone
Private lines	2.75 desk phone
Business lines	3.00 wall phone
Business lines	3.25 desk phone

Effective May 1.

A. C. Isley v. Southern Bell Telephone and Telegraph Company. Complaint of service. Adjusted.

Otis Elevator Company v. Southern Bell Telephone and Telegraph Company. Complaint of delay in installation of telephone. Adjusted.

W. W. Rourk v. Southern Bell Telephone and Telegraph Company. Complaint of disconnection of phone for non-payment of bill. Adjusted.

Interstate Telephone and Telegraph Company to the Commission. Rules relative to nonpayment of rentals. Approved.

Judge W. A. Sullivan v. Southern Bell Telephone and Telegraph Company. Complaint of delay in installation of telephone. Phone installed.

Davidson-McChesney Company, Inc., v. Southern Bell Telephone and Telegraph Company. Complaint of delay in installation of telephones. Adjusted.

Rev. N. Collin Hughes v. Southern Bell Telephone and Telegraph Company. Complaint of delay in installation of telephone. Phone installed.

Southern Bell Telephone and Telegraph Company to the Commission. Request for discontinuance of toll station at Polkton. Granted.

W. F. Freeman v. Southern Bell Telephone and Telegraph Company. Complaint of failure to install telephone. Phone installed.

Southern Bell Telephone and Telegraph Company to the Commission. Application for discontinuance of toll station at Magnolia. Granted.

Eastern Telephone Company to the Commission. Application for authority to collect telephone rents in advance. Granted.

Southern Bell Telephone and Telegraph Company to the Commission. Classification of toll telephone service and schedule of rates applicable thereto. Granted.

Southern Bell Telephone and Telegraph Company to the Commission. Application for discontinuance of toll station at Judson. Granted.

Southern Bell Telephone and Telegraph Company to the Commission. Application for discontinuance of toll stations at Almond and Clyde. Granted.

Franklin County Telephone Company to the Commission. Application for schedule of rates for Madison, Mayodan and Stoneville. It appearing that the plaintiff asking for rates only has option on plant now serving those towns, and the Commission being of the opinion that it cannot pass on rates satisfactorily under the existing conditions, same is dismissed.

E. L. Kemper v. Southern Bell Telephone and Telegraph Company. Complaint of failure to install telephone. Dismissed.

Blue Ridge Consolidated Telephone and Telegraph Company to the Commission. Rates for approval. Rates submitted to the towns in which operated—Bakersville, Banner Elk, Burnsville and Newland, for approval. Nothing further being heard from telephone company, rates are not approved. However, in May, 1925, said company was sold out by the court and the Bakersville and Burnsville exchanges purchased and operated under the name of the Appalachian Telephone Company at Burnsville and as Mitchell County Telephone Company at Bakersville. The following rates submitted by the Appalachian Telephone Company for the towns of Burnsville and Bakersville filed and approved by the Commission subject to complaint and hearing:

Town—Incorporate Limits

Direct line, business per year	\$36.00
Direct line, residence	24.00
Party line (2) selective ringing, business	30.00
Party line (2) selective ringing, residence	21.00
Party line (4) code business	24.00
Party line (4) code residence	18.00
Extension station, same premises	12.00
Extension bell, same premises	3.00
Direct line, business, two listings	48.00

Country—Outside the Corporate Limits

Direct line, business per year	\$36.00
Direct line, residence	24.00
Plus a mileage charge of \$10 per year per mile starting at the corporate limits multi-party lines (10) business or residence	24.00

Service Charges

Connection charges, new installation	\$3.50
Removal charge to new location off premises	3.50
Removal charge, same premises	2.00
Restoring service, discontinued for non-payment	1.00
Changing listing of instrument in place	1.00

Filed November 20, 1926.

Docket No. 6082.

MATTERS HANDLED AND DISPOSED OF BY THE RATE DEPARTMENT
OF THE NORTH CAROLINA CORPORATION COMMISSION
FOR THE YEARS 1925 AND 1926

Advertising Novelty Manufacturing Company, Newton, Iowa, v. Randolph and Cumberland Railroad, amount \$2.93, loss of metal match boxes from Newton, Iowa, to Carthage, N. C. Claim denied, railroad insolvent.

Aluminum Company of America, Pittsburgh, Pa., claim against Winston-Salem Southbound Railway Company, overcharge on shipments of castings originating at High Point, N. C., destined Tallasee Power Company, Badin, N. C., amount \$9.32. Claim paid, March, 1925.

Atlantic Bridge Company, Roanoke, Va., claim against Wellington and Powellsville Railroad, overcharge on shipment forwarded in error to Pittsboro, N. C., instead of Macclesfield, N. C., amount \$164.25. Claim paid, July 24, 1925.

Miss Catherine Allen, Meredith College, Raleigh, N. C., claim against Southern Railway, loss of one Persian and one Turkish rug in transit from Oberlin, Ohio, to Raleigh, N. C., amount \$175. Claim settled by voucher for \$100 issued January 20, 1925.

R. L. Askea, T. M., Raleigh, N. C., National Surety Company v. Seaboard Air Line Railway Company, 65 claims covering shipments of sand moving from Lilesville, N. C., shipped by W. R. Bonsal & Company, amount \$281.13. Claims paid.

V. D. Baker, The Chattanooga Medicine Company, Lumberton, N. C., request for Seaboard Air Line Railway Train No. 1 held fifteen minutes for connection with Seaboard Air Line Railway Train No. 19 at Hamlet, N. C. Request granted by Seaboard Air Line Railway June 25, 1926.

Max Bane, Raleigh, N. C., claim against Southern Railway for loss of \$10.59 on car of scrap iron from Goldsboro, N. C., to Harrisburg, Pa. Claim denied.

E. W. Brawley, Mooresville, N. C., claim against Seaboard Air Line Railway Company, alleged overcharge on shipment of nitrate of soda from Wilmington, N. C., to Garner, N. C., amount \$86.24. Claim paid.

E. W. Brawley, Mooresville, N. C., claim against Seaboard Air Line Railway Company, overcharge on shipment of muriate of potash from Wilmington, N. C., to Mooresville, N. C. Claim denied on account of being barred by rules of Interstate Commerce Commission limitation of time in which claims may be filed.

J. J. Brickhouse, Columbia, N. C., claim against Norfolk Southern Railroad for loss of car potatoes from Columbia, N. C., destined to Newark, N. J., amount \$411.86. Claim adjusted and voucher for \$200 issued November 16, 1925.

J. S. Buffalo, Garner, N. C., claim against Seaboard Air Line Railway Company, alleged overcharge on shipment of nitrate of soda from Wilmington, N. C., to Garner, N. C., amount \$38.25. Claim denied.

J. L. Burgess, Botany Division, Department of Agriculture, Raleigh, N. C., overcharge on twenty bags soy beans from Belhaven, N. C., to Climax, N. C. Claim paid.

S. N. Bland, Willard, N. C., complaint on account of loading merchandise and fertilizer in same car. Adjusted.

Bostick Brick Company, Lattimore, N. C., complaint relative to rate on brick from Bostic, N. C., to Marion Junction, N. C. Adjusted.

Charles Brock, Rocky Mount, N. C., v. American Railway Express Company, request for free express delivery to store at 1600 South Church Street, Rocky Mount, N. C. Granted.

Byrd Brothers & Shaw, Lillington, N. C., claim against Durham and Southern Railway Company, overcharge on car of sand shipped from Thompson Siding, N. C., to Method, N. C., amount \$11.26. Claim paid, February, 1926.

T. C. Cates, Route 2, Timberlake, N. C., claim against East Carolina Railway, overcharge on culled cedar logs from St. Helena, N. C., to North Carolina points, amount \$37.81. Claim paid December 16, 1925.

B. G. Carowan, Belhaven, N. C., claim against Norfolk Southern Railroad Company, reparation on movement of empty barrels from Norfolk, Va., to Upton Siding, N. C., amount \$32.74. Claim paid September 25, 1925.

Caveness Produce Company, Raleigh, N. C., undercharges on car of apples from Palisades, Washington, to Raleigh, N. C., amount \$15.00. Adjusted.

Caveness Produce Company, Raleigh, N. C., claim against American Railway Express Company, C. O. D. \$12.50 uncollected from consignee. Claim paid January 14, 1925.

Caveness Produce Company, Raleigh, N. C., complaint on account American Railway Express Company and Southeastern Express Company's delay in transferring berry shipments at Goldsboro, N. C., en route to Raleigh, N. C. Complainant satisfied.

Cherokee Brick Company, Raleigh, N. C., claim against Atlantic Coast Line Railroad Company, overcharge on brick from Brickhaven, N. C., to Ayden, N. C., moving in March, 1925, amount \$.91. Claim paid.

Clark Peanut Company, Plymouth, N. C., claim against Cashie River Line, overcharge on cleaning peanuts in transit at Plymouth, N. C., amount \$214.57. Claim paid March 10, 1925.

C. B. Clegg, Greensboro, N. C., claim against Atlantic and Yadkin Railway Company, overcharge on stone, to be crushed, from Franklinville, N. C., to Greensboro, N. C., amount \$11.67. Claim paid, July, 1926.

Andrew J. Conner, Rich Square, N. C., complaint against Seaboard Air Line Railway Company on account inadequate sidetrack facilities at Rich Square, N. C. Adjusted.

H. P. Corwith, Overbrook Orchard, Saluda, N. C., claim against Southeastern Express Company, overcharge on 11 barrels and 21 boxes apples shipped to State Fair, Raleigh, N. C., October 10, 1924, amount \$10.64. Claim paid December 26, 1924.

H. P. Corwith, Overbrook Orchard, Saluda, N. C., complaint against Southern Railway on account of rate of 28½ cents on apples from Saluda, N. C., to Spartanburg, S. C. Southern Railway reduced rate to 22½ cents.

Sanford Sand and Blind Company, O. P. Makepeace, President, Sanford, N. C., request for car coal switched for use of public schools at Sanford. Courtesy extended by Atlantic and Yadkin Railway.

C. W. Denning & Company, Eastman, N. C., claim against Clinchfield Railroad Company, refund on four cars of chestnut lumber consigned Burlington Coffin Company, Burlington, N. C., amount \$42.87. Claim presented by Western Carolina Lumber and Timber Association. Claim paid.

Elizabeth City Chamber of Commerce, R. C. Job, Secretary, complaint against Albemarle Steam Navigation Company and Norfolk Southern Railroad Company, alleged discrimination in rates on coal from Norfolk, Va., versus Elizabeth City, N. C. Rates adjusted.

Elliott Building Company, claim against Durham and Southern Railway, overcharge on contractor's outfit from Duke, N. C., to Hickory, N. C. Adjusted.

T. C. Etheridge, Raleigh, N. C., claim against American Railway Express Company, delay in shipment of one grip of samples, from Kinston, N. C., to Raleigh, N. C. Adjusted.

Franklin Grocery Company, W. L. McCoy, Franklin, N. C., complaint against Tallulah Falls Railway, shortage of flat cars. Cars furnished.

C. H. Gunter & Company, Columbus, Ga., claim G-1707, against Aberdeen and Rockfish Railroad, April, 1925. Settled.

C. H. Gunter, T. M. Hardaway Contracting Company, Inc., Columbus, Ga., claim against Yadkin Railway, locomotives and tenders from Mount Holly, N. C., to Rhodhiss, N. C. Claim paid.

Harrison Wholesale Company, Williamston, N. C., claim against Atlantic Coast Line Railroad Company, overcharge on 380 pounds candy, shipped from Chicago, Ill., to Williamston, N. C., amount \$.64. Paid December, 1925.

Harrison Wholesale Company, Williamston, N. C., claim against Norfolk Southern Railroad Company, overcharge on shipment of molasses from New Orleans, La., to Mackeys, N. C., amount \$3.82. Claim paid.

Highway Commission, Raleigh, N. C., v. Atlantic and Western Railroad Company, undercharge on car of coal tar from Jonesboro, N. C., to Mamers, N. C., amount \$34. Claim paid.

J. A. McAuley, Mount Gilead, N. C., claim against Atlantic Coast Line Railroad Company, overcharge on three cars nitrate of soda from Wilmington, N. C., to Mount Gilead, N. C., moving January 8, 1924, amount \$44.94. Claim paid.

J. A. McAuley, Mount Gilead, N. C., claim against Seaboard Air Line Railway, overcharge on fertilizer material from Wilmington, N. C., to Mount Gilead, N. C., amount \$99.99. Claim paid.

McDowell Furniture Company, Marion, N. C., complaint relative handling of shipments in connection with Clinchfield Railroad at Marion, N. C. No jurisdiction.

B. Mifflin Hood Brick Company, W. S. Creighton, T. M., Charlotte, N. C., claim against Seaboard Air Line Railway Company to refund switching charge of \$2.25 on car of brick at Raleigh, N. C. Claim denied.

W. N. Hutt, Manager, Moore County Farms, West End, N. C., claim against Seaboard Air Line Railway Company, overcharge of \$63.86 for misrouting shipment of cow peas and shipment of velvet beans during April, 1924. Claim paid.

W. N. H. Jones, Route 1, Raleigh, N. C., claim against Seaboard Air Line Railway Company, overcharge on car of ground limestone from Alco, Va., to Millbrook, N. C. Claim paid.

Kendrick Brick and Tile Company, Mount Holly, N. C., claim against Carolina and Northwestern Railway Company, for protection of rate of 5.2 cents on brick from Mount Holly, N. C., to Newton, N. C. Claim paid July, 1925.

Kendrick Brick and Tile Company, Mount Holly, N. C., claim against Seaboard Air Line Railway Company, filed by Southern Traffic Service, Inc., request of Seaboard Air Line Railway for authority refund one-half cent overcharge on shipment of brick moving from Klondike, N. C., to Mount Holly, N. C. Granted.

H. F. Koonce, Richlands, N. C., claim against Dover and Southbound Railroad Company, overcharge of \$19.86 on ice shipped from New Bern, N. C., to Richlands, N. C. Claim paid December 1, 1925.

Robert G. Lassiter & Company, Raleigh, N. C., claim against Southern Railway for overcharge on car of asphalt moving from Charleston, S. C., to Mooresville, N. C., reshipped to High Point, N. C., amount \$60.81. Claim paid.

Robert G. Lassiter & Company, Raleigh, N. C., claim against High Point, Thomasville and Denton Railroad, alleged overcharge on sand from High Rock, N. C., to High Point, N. C., amount \$.93. Claim not sustained because shipment moved prior to operation of High Point, Thomasville and Denton Railroad.

Robert G. Lassiter & Company, Raleigh, N. C., claim against Atlantic and Yadkin Railway, overcharge on crushed stone from Guil-Quarry, N. C., to Greensboro, N. C., amount \$25.30. Claim paid July, 1926.

A. J. Maxwell, Raleigh, N. C., claim against Southern Railway, refund on unused ticket from Raleigh, N. C., to San Francisco, California, and return, amount \$34.02. Claim paid May 20, 1925.

May Hosiery Mills, Inc., Burlington, N. C., complaint against Southern Railway and Norfolk Southern Railroad Company, delay in handling shipments of hosiery between Wendell, N. C., and Burlington, N. C. Delay of twenty-four hours eliminated at Raleigh.

Naval Stores Corporation, Charlotte, N. C., claim against Piedmont and Northern Railway Company and Seaboard Air Line Railway Company overcharge on 116 drums of coal tar shipped from Durham, N. C., to Charlotte, N. C., April, 1925. Claim granted at request of Piedmont and Northern Railway Company.

Navassa Guano Company, Richmond, Va., claim against Seaboard Air Line Railway Company, request for protection of rate of \$2.82 on fertilizer shipped from Wilmington, N. C., to McCleod Siding, N. C. Claim paid.

Norton Hardwood Company, Williamston, N. C., claim against Atlantic Coast Line Railroad Company, overcharge on shipment of handle material from Williamston, N. C., to Parkersburg, W. Va., amount \$110.08. Adjusted.

North Carolina Cotton Growers Coöperative Association, Raleigh, N. C., claim against Seaboard Air Line Railway Company, overcharge on cotton from Broadway, N. C., to Charlotte, N. C. Claim paid.

North Carolina Cotton Growers Coöperative Association, Raleigh, N. C., claim against Seaboard Air Line Railway Company, overcharge on cotton from Mamers, N. C., to Charlotte, N. C. Claim paid.

North Carolina Cotton Growers Coöperative Association, Raleigh, N. C., claim against Seaboard Air Line Railway Company, overcharge on cotton from Rowland, N. C., to Greenville, S. C., reconsigned to Charlotte, N. C. Claim paid.

George M. Norwood Brick Company, Raleigh, N. C., claim against Norfolk Southern Railroad Company, loss of car of brick from Lillington, N. C., to Durham, N. C., amount \$294. Claim paid January 16, 1925.

E. R. Penny, Garner, N. C., claim against Southern Railway, overcharge on nitrate of soda from Wilmington, N. C., to Garner, N. C., amount \$98.82. Claim paid.

E. R. Penny, Garner, N. C., claim against Seaboard Air Line Railway Company, overcharge on nitrate of soda from Wilmington, N. C., to Garner, N. C., amount \$47.04. Claim paid.

E. R. Penny, Garner, N. C., claim against Seaboard Air Line Railway Company, overcharge on nitrate of soda from Wilmington, N. C., to Garner, N. C., amount \$88.90. Claim paid.

Peerless Mattress Company, Lexington, N. C., overcharge on cotton linters from Rowland, N. C., to Lexington, N. C., amount \$68.84. Claim paid.

T. H. Rowan, Hamlet, N. C., claim against Central of Georgia Railway, overcharge on shipment of household effects from Andalusia, Ala., to Hamlet, N. C., consigned to Rev. Lynn R. Walker. Claim denied.

George E. Rives, Goldston, N. C., claim against Atlantic Coast Line Railroad Company, refund of passenger fare paid by Mrs. Rives between Goldston and Wilmington, N. C., in 1923, amount \$8.64. Claim paid September 17, 1925.

Rocky Mount Chamber of Commerce, G. E. Williams, Secretary, complaint against Atlantic Coast Line Railroad Company's rate of \$1.01 per 100 lbs., on cotton mattresses from Rocky Mount, N. C., to Boykins, Va.; A. C. L. Railroad reduced rate to 84 cents per 100 lbs.

W. C. Sarratt, Earl, N. C., claim against Southeastern Express Company, loss of crate of eggs shipped to Miller Van Ness Company, Charlotte, N. C., May 17, 1924, amount \$7.75. Claim adjusted.

Sparger Orchard Company, Mount Airy, N. C., W. N. Hutt, Secretary, claim against Seaboard Air Line Railway Company, and Atlantic and Yadkin Railway, overcharge on car apples shipped from Mount Airy, N. C., to Ocala, Fla., October, 1924, amount \$93.48. Claim paid.

C. C. Sparrow; Aurora, N. C., claim against Chesapeake and Ohio Railway Company, overcharge on 200 barrels sweet potatoes, shipped from Grants, N. C., under date March 2, 1926, consigned to Washington, D. C., amount \$94.47. Claim paid April 14, 1926.

C. C. Sparrow, Aurora, N. C., claim against Norfolk Southern Railroad Company, overcharge on 124 barrels potatoes shipped from Grants, N. C., to Washington, D. C., amount \$15.66. Claim paid March, 1925.

George E. Spruill & Company, Rocky Mount, N. C., complaint relative service of American Railway Express Company on shipments of butter from Mooersville Coöperative Creamery semi-weekly. Adjusted.

J. W. Scott & Company, Greensboro, N. C., claim filed by Freight Claim Bureau, Greensboro, N. C., against Atlantic and Yadkin Railway Company, overcharge on shipments of sheeting from Sanford, N. C., to Greensboro, N. C. Claim paid by voucher July 1, 1925.

Southern Baptist Assembly, Rev. R. F. Staples, Business Manager, Ridgecrest, N. C., claim against Southern Railway, overcharge on cinders from Canton, N. C., to Ridgecrest, N. C., amount \$113.11. Claim paid September, 1925.

Cyrus C. Stone, R. F. D., Apex, N. C., claim against Norfolk and Western Railroad Company, demurrage charges on boiler and parts shipped by Farrar & Trefts, Buffalo, N. Y., to Farrington, N. C., amount \$20. Claim paid December 10, 1925.

J. A. Stillman, Mackeys, N. C., claim against Norfolk Southern Railroad Company, loss of watermelons consigned to B. A. Stillman, Folsom, Pa., amount \$5. Claim denied.

Union Provision Company, Raleigh, N. C., complaint against American Railway Express Company, routing shipments from Christiansburg and Abingdon, Va., to Raleigh, N. C. Adjusted.

Tucker and Thaxton, Inc., Charlotte, N. C., filed by W. S. Creighton, T. M., claim against Norfolk Southern Railroad Company, overcharge on contractor's outfit from Star, N. C., to Ellerbe, N. C., amount \$76.80. Claim paid.

Tyrrell County Chamber of Commerce, C. W. Tatem, Secretary, Columbia, N. C., complaint against rate on cord wood from Travis, N. C., to Norfolk, Va. Complaint abandoned.

Town of Windsor, N. C., Gillam & Davenport, Attorneys, complaint against Wellington and Powellsville Railroad Company, for charge \$1.00 per day per car used in shipping coal from Ahoskie, N. C., to Windsor, N. C. Adjusted.

Virginia-Carolina Traffic Association, Norfolk, Va., claim against Albemarle Steam Navigation Company, overcharge on cotton seed from Cole-raine, N. C., to Wilson, N. C. No jurisdiction.

Valley Tie and Lumber Company, Inc., Lexington, N. C., complaint against High Point, Thomasville and Denton Railroad relative requirement of \$5 deposit for each car of empty equipment. Cash deposit requirement abolished.

Western Carolina Lumber and Timber Association, Asheville, N. C., claim against Southern Railway, alleged overcharge on shipments of lumber from Sunburst, N. C., to Woodfin, N. C. Claims withdrawn by complainant.

P. M. White, Roseboro, N. C., complaint against Western Union Telegraph Company, alleged refusal to furnish C. N. D. reports. Complainant furnished reports.

Samuel Watts, Auburn, N. C., claim against Seaboard Air Line Railway Company, overcharge on nitrate of soda from Wilmington, N. C., to Auburn, N. C., amount \$114. Claim paid.

W. G. Womble, Raleigh, N. C., claim against Southern Railway, refund on unused ticket from Raleigh, N. C., to San Francisco, California, and return, amount \$34.02. Claim paid May 20, 1925.

C. L. Wrenn, Garner, N. C., claim against Seaboard Air Line Railway Company, overcharge on shipment of fertilizer material from Wilmington, N. C., to Garner, N. C., amount \$30.09. Claim paid.

Norfolk Southern Railroad Company v. Citizens of Arthur, N. C., seeking to make station a prepay point. Application approved.

Norfolk Southern Railroad Company v. Citizens of Beasley, N. C., seeking to close station. Approved.

Citizens of Belhaven, N. C., v. Norfolk Southern Railroad Company, requesting no change in Norfolk Southern Railroad schedule on Belhaven Branch. Approved.

Citizens of Bishops Cross, N. C., v. Norfolk Southern Railroad Company, seeking continuance of agency at Bishops Cross. Granted.

Norfolk Southern Railroad Company v. Citizens of Caswell, N. C., application seeking to make Caswell a prepay point instead of agency station. Approved.

Norfolk Southern Railway Company v. Citizens of Cisco, N. C., application to make Cisco a prepay point. Application approved.

Norfolk Southern Railroad Company v. Citizens of Corapeake, N. C., application to make Corapeake a prepay point. Application approved.

Norfolk Southern Railroad Company v. Citizens of Croatan, N. C., application to make station a prepay point. Approved.

Norfolk Southern Railroad Company v. Citizens of Falling Creek, N. C., seeking to make Falling Creek a prepay station. Approved.

Norfolk Southern Railroad Company v. Citizens of Gliden, N. C., seeking to make Gliden a prepay point. Approved.

Elizabeth City Chamber of Commerce v. Norfolk Southern Railroad Company, seeking to have agency at Gregory continued. No application from railroad. Case dismissed.

Atlantic Coast Line Railroad Company v. Citizens of Hayne, N. C., seeking to close agency at this station. Approved.

Citizens of Mizzelle, N. C., v. Norfolk Southern Railroad Company, petition seeking relocation of station at this point. Granted.

Norfolk Southern Railroad Company petition seeking to remove Pools Siding to a point one and one-quarter miles from present site. Petition granted.

Citizens of Riverdale, N. C., v. Norfolk Southern Railroad Company, petition seeking continuance of agency at Riverdale. Commission finds revenue does not justify continuance of this agency, therefore petition denied.

Citizens of Ryland, N. C., v. Norfolk Southern Railroad Company, petition seeking continuance of agency at Ryland. Petition of citizens granted.

Citizens of Scuppernong, N. C., v. Norfolk Southern Railroad Company, petition seeking continuance of agency at this point. No application received from Norfolk Southern Railroad to close station. Case dismissed.

Citizens of Travis, N. C., v. Norfolk Southern Railroad Company, petition seeking continuance of agency at this point. Petition granted.

Citizens of Trotville, N. C., v. Norfolk Southern Railroad Company, seeking continuance of agency at this point. No application from railroad, case dismissed.

Citizens of Hobbsville, N. C., v. Norfolk Southern Railroad Company, seeking continuance of agency at this point. No application from railroad, case dismissed.

Norfolk Southern Railroad Company v. Citizens of Valhalla, N. C., application to make Valhalla a prepay point. Application approved.

Atlantic Coast Line Railroad Company

Atlantic Coast Line Railroad Company v. Citizens of Bowden, N. C., application to discontinue agency at Bowden. Case dismissed.

Citizens of Kerr, N. C., v. Atlantic Coast Line Railroad Company, petition to continue agency at Kerr. Case dismissed.

Citizens of Tomahawk, N. C., v. Atlantic Coast Line Railroad Company, seeking continuance of agency at this point. Case dismissed.

Atlantic Coast Line Railroad Company v. Citizens of Watha, N. C., application to discontinue agency at Watha, N. C., station located three miles south of Willard, N. C., and seven miles north of Burgaw, N. C. After hearing held at Watha, N. C., August 4, 1926, application of Atlantic Coast Line Railroad Company denied.

Switching

Southern Veneer Manufacturing Company v. Southern Railway and High Point, Thomasville and Denton Railroad, relative delay in switching cars at High Point, N. C. Adjusted.

J. M. Gregory & Company v. Southern Railway, complaint relative to use of second-hand material in building sidetrack. Southern Railway offered to repurchase turnout material (metal only) at second-hand prices, and case dismissed.

Seaboard Feed Company and Vanco Mills, Henderson, N. C., v. Seaboard Air Line Railway Company, relative penalty of \$5.85 per car demurrage on cars where bill of lading is not surrendered within 24 hours. S. A. L. Railway contends these companies are located on private track. Seaboard Feed Company and Vanco Mills having signed no contract for a private track, and track being used by other companies contend the demurrage charge is not justified. Upon handling with Interstate Commerce Commission, the Corporation Commission having no jurisdiction, the case was dismissed.

Central Oil Company, Inc., Greensboro, N. C., alleged excessive rental charge of \$50 for use of Southern Railway's sidetrack. Commission having no jurisdiction in matters involving contracts between shippers and carriers, case dismissed.

Town of Murphy, N. C., v. Louisville and Nashville Railroad Company, alleged excessive charge of \$15 per car for switching cars from Old Murphy to Southern Railway's transfer tracks. Adjusted.

FREIGHT RATES

NORTH CAROLINA EXCEPTION SHEET NO. 8

TO SOUTHERN CLASSIFICATION

Supersedes North Carolina Exception Sheet No. 7. Applies to freight traffic between points within the State of North Carolina. Applicable to all transportation companies. Subject to change on legal notice. Issued May 15, 1926. Effective June 1, 1926.

GENERAL RULES

MINIMUM CHARGE.—The minimum charge for small shipments shall be for actual weight at the tariff rates, but not less than 50 cents for any single shipment.

When a less than carload shipment moves under a rate made by a combination of separately established rates in the absence of a joint through rate, the minimum charge of fifty (50) cents will apply to the continuous through movement and not to each of the separately established factors.

RULE TO PREVENT OVERLOADING OF CAR WITH FOREST PRODUCTS

Cars containing lumber and articles taking lumber rates may be loaded in excess of the marked capacity to the extent of ten per cent of the said marked capacity, provided that said ten per cent does not exceed 4,000 pounds, and cars so loaded will be charged for at the regular carload rating, but if the weight in excess of marked capacity of car exceeds 4,000 pounds, the transportation company may decline to accept same for transportation until the load has been lightened to conform to the rule as above.

In order to arrive at weights, it will be the duty of shippers to furnish transportation companies information as to the contents of cars, the quantity, kind, dimension and condition (whether green or dry), so that an estimate can be made of the weight by use of the classification giving estimated weights.

This rule applies only at points where scale weights are unobtainable.

ALLOWANCE FOR WEIGHT OF STANDARDS, STRIPS AND SUPPORTS ON OPEN-TOP CARS LOADED WITH LUMBER

An allowance of 500 pounds per car will be made to cover the weight of standards, strips, and supports used in securing lumber on flat, gondola, or other open-top cars, but in no case shall the charge per car be less than the minimum carload weight.

When two or more cars are used to transport extra length lumber, an allowance of 500 pounds will be made for each car used to cover the weight of standards, strips and supports, if used, subject to the established minimum carload weights applicable for the number of cars used.

Where dunnage is used, notation shall be made on bills of lading to that effect; otherwise, no allowance will be made.

No allowance will be made on forest products other than lumber when so loaded.

CARLOAD MINIMUM WEIGHT ON GRAIN AND GRAIN PRODUCTS

The carload minimum weight on Grain and Grain Products, except flour, in straight or mixed carloads when in packages will be 30,000 pounds. When in bulk, minimum weight as shown in Classification and Exceptions governing rates will apply.

ESTIMATED WEIGHTS WHEN ACTUAL WEIGHTS ARE NOT ASCERTAINED

Except where otherwise shown in individual items, when the actual weight of the articles named below is not ascertained at point of shipment, or at destination, or in transit, the following estimated weights shall govern:

Article	Weight
Clay, per cubic yard.....	3,000 lbs.
Gravel, viz.:	
Washed, per cubic yard.....	2,800 lbs.
Other than washed, per cubic yard.....	3,200 lbs.
Laths, Cypress or Yellow Pine, per 1,000.....	
Laths, Cypress or Yellow Pine, per 1,000.....	<i>Green</i> <i>Seasoned</i> 900 lbs. 550 lbs.
Laths, other than Cypress or Yellow Pine, per 1,000....	750 lbs. 500 lbs.
Lumber, per 1,000 feet, viz.:	
Rough, viz.:	
Ash (black)	5,000 lbs. 3,500 lbs.
Basswood and Butternut.....	4,000 lbs. 2,750 lbs.
Chestnut, Cottonwood, and Cypress.....	5,000 lbs. 3,000 lbs.
Gum (red)	5,000 lbs. 3,750 lbs.
Elm (soft)	5,000 lbs. 3,500 lbs.
Gum (sap)	5,000 lbs. 3,250 lbs.
Hemlock	4,000 lbs. 3,000 lbs.
Hickory	6,000 lbs. 5,000 lbs.
Oak	6,000 lbs. 4,500 lbs.
Poplar	4,000 lbs. 3,000 lbs.
Yellow Pine, under 6 inches in thickness.....	5,000 lbs. 4,000 lbs.
Yellow Pine, 6 inches and over in thickness.....	4,500 lbs. 4,000 lbs.
White Pine	4,000 lbs. 2,750 lbs.
N. O. S.	6,000 lbs. 4,000 lbs.

NOTE. Rough lumber less than one inch in thickness to be assessed on a proportionate basis of above.

Dressed, viz.:

Cypress, Gum, Poplar, and Yellow Pine, viz.:	<i>Green</i>	<i>Seasoned</i>
$\frac{3}{8}$ -in. Ceiling	1,000 lbs.	
$\frac{1}{2}$ -in. Ceiling	1,300 lbs.	
$\frac{5}{8}$ -in. Ceiling or Partition	1,600 lbs.	
$\frac{3}{4}$ -in. Ceiling or Partition	2,000 lbs.	
$1\frac{3}{16}$ -in. Ceiling, Partition, or Flooring	2,200 lbs.	
Drop Siding	2,200 lbs.	
Shiplap and Tongued and Grooved Boards, $\frac{3}{4}$ -in.....	2,300 lbs.	
Shiplap and Tongued and Grooved Boards, $1\frac{3}{16}$ -in.....	2,500 lbs.	
Siding, Bevel, from 1-in. stock.....	1,100 lbs.	
Siding, Bevel, from $1\frac{1}{4}$ -in. stock.....	1,400 lbs.	
Siding, Square Edge, from $1\frac{1}{4}$ -in. stock.....	1,600 lbs.	
$1\frac{3}{16}$ -in. Boards	2,600 lbs.	
N. O. S.	4,000 lbs.	2,750 lbs.
Sand, per cubic yard.....		3,000 lbs.
Shingles, green, per thousand.....		600 lbs.
Shingles, seasoned, per thousand.....		500 lbs.

Staves, Headings, or Hoop Poles, green, car loaded to depth of forty-three inches, per car	30,000 lbs.
Staves, Headings, or Hoop Poles, seasoned, car loaded to depth of fifty inches, per car	30,000 lbs.
Stone, not dressed, per cubic foot.....	160 lbs.
Tan Bark, green, per cord.....	2,600 lbs.
Tan Bark, seasoned, per cord.....	2,000 lbs.
Telegraph Poles, Fence Posts, or Rails, per cord.....	3,500 lbs.
Turpentine, in barrels, per barrel containing not over 52 gallons (the weight of each gallon in excess of 52 gallons to be computed on basis of 7.2 lbs. per gallon).....	432 lbs.
Wood, green, per cord.....	3,500 lbs.
Wood, seasoned, per cord.....	3,000 lbs.

Rates named in tariffs applying between points in North Carolina are governed by the Southern Classification with the exceptions contained herein.

EXPLANATION OF CHARACTERS

1.....	Stands for First Class.	S.....	Stands for Special.
2.....	Stands for Second Class.	S. U.....	Stands for Set Up.
3.....	Stands for Third Class.	L. C. L.....	Stands for Less Than Carload.
4.....	Stands for Fourth Class.	C. L.....	Stands for Carload.
5.....	Stands for Fifth Class.	N. O. S.....	Stands for Not Otherwise Specified.
6.....	Stands for Sixth Class.	K. D.....	Stands for Knocked Down.
1 ½.....	Stands for 1 ½ Times First Class.	O. R. B.....	Stands for Owner's Risk of Breakage.
D 1.....	Stands for Double First Class.	O. R. L.....	Stands for Owner's Risk of Leakage.
3 T 1.....	Stands for Three Times First Class.	O. R. C.....	Stands for Owner's Risk of Chafing.
4 T 1.....	Stands for Four Times First Class.		

A, B, C, D, E, F, H, K, L, M, N, O, and P stand for Classes A, B, C, D, E, F, H, K, L, M, N, O, and P, respectively.

Ratings

Agricultural Implements, C. L., viz.:

Beams, Plow, loose or in packages, 24,000 lbs. min.....	A
Handles, Plow, loose or in pkgs., C. L., 24,000 min.	P

Agricultural Implements, L. C. L.:

Cotton Choppers; same as Cultivators.

Cotton Planters, K. D. packed.....	4
Cultivators, K. D., packed.....	4

Diggers, Potato; same as Plows, N. O. S.

Drills (two-horse), Grain, S. U.....	1
Fertilizer Distributors, K. D., packed.....	4

Harrows of all kinds and Harrow Frames.....	4
Harvesters and Pickers, Cotton.....	1

Manure Spreaders, S. U.....	1
Mowing and Reaping Machines, Binders and Harvesters, whether combined or separated, S. U.....	1

Planters, Potato; same as Plows.	
Plow Handles, boxed, crated or in bundles.....	A

Plow Beams, in bundles.....	A
Plow Singletrees	5

Plows, Gang and Sulky, K. D.....	4
Plows, N. O. S., set up.....	2

Same, K. D.	
Presses, Cider, Hay, and Cotton, K. D.....	4

Rakes, Wheeled, other than Hand, S. U.....	1
Tedders, Hay, set up, L. C. L.....	1

Asbestos Products, viz.:

Millboard:	
In boxes or crates or in burlapped rolls, L. C. L.....	4

In packages named, carload min. wt. 30,000 lbs.	5
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Packing:	Ratings
Compounded or reinforced, braid or wick not compounded nor reinforced, in bales of burlap rolls or in barrels or boxes, L. C. L.	4
Same, carload, in packages named, min. wt. 30,000 lbs.	5
Roofing, in rolls, crated, or in cases, L. C. L.	6
Bags:	
Burlaps or Gunny and Burlaps, new or old, in bags or bundles, bales, boxes, or rolls, L. C. L.	6
Cotton, new or old, clayed or other than clayed, in bales, boxes, barrels, or bundles, L. C. L.	5
Paper, in bales, boxes, bundles, or crates, L. C. L.	6
Bark, viz.:	
Ground in bags	A
Tan, packed, L. C. L., 20 per cent higher than Class K.	
Tan, C. L., minimum when cars of 36 feet in length or over are used, 24,000 lbs.; cars under 36 feet in length, 20,000 lbs. Lumber rates.	
Barrels, half-barrels, and kegs, empty, wooden, tight-cooperage, estimated wt. 75 lbs. each, L. C. L.	5
Barrels, empty, wooden, C. L., min. wt. 10,000 lbs.	6
Barrels, empty, iron or steel, estimated wt. 100 lbs. each, L. C. L.	5
Baskets, Tobacco, wood splint, without tops or handles, nested, in bundles of not less than three baskets, L. C. L.	2
Blinds, Doors, and Frames, L. C. L.	4
Same, C. L., min. wt. 24,000 lbs.	6
Blocks, Concrete Building, L. C. L.	K
Same, C. L., per car 25,000 lbs.	P
Boiler or Pipe Covering, asbestos, felt, or magnesia, separate or combined, in blocks, forms, or sheets:	
In barrels, boxes or crates, L. C. L.	3
Loose or in packages, C. L., 24,000 lbs. min.	5
Boxes, empty, viz.:	
Packing cases or crates, old, which were originally filled with paper boxes for knitting factory products, L. C. L.	4
Paper, nested (two or more), packed in wooden boxes or crates, L. C. L.	2
Paper not nested, packed, L. C. L.	1½
Paper, folding, K. D., packed, L. C. L.	3
Paper, packed, C. L., min. wt. 10,000 lbs.	4
Brick:	
Common, in barrels, boxes or crates, with or without tops, less carload (see Note), 20 per cent higher than carload.	
NOTE.—Shipments of common brick will be accepted loose, owners to load and unload, only when in quantities of 20,000 pounds or over: <i>Provided</i> , that shipments may be accepted in quantities of less than 20,000 pounds and charged for at weight of 20,000 pounds.	
Brick, Hollow and Tile, Building and Roofing, in straight or mixed C. L., min. wt. 30,000 lbs.	K
Building Material, wooden, consisting of Lumber, rough or dressed, Laths, Shingles, Window and Door Frames, Sash (glazed or not glazed), Doors (glazed or not glazed), Blinds (glazed or not glazed), Carpenter's Mouldings, Balusters, Baseboards, Casings, Porch Columns, Newels, Stairwork or Wainscoting, mixed C. L., per car 20,000 lbs. (see Note)	O
NOTE.—The above classification will not apply on straight or mixed carloads of sash, doors, and blinds only.	
Canned Goods, viz.:	
Fish, Oysters, Fruits, Vegetables and Meats, in metal cans, packed in boxes, crates or barrels, L. C. L.	4
Cans, empty, roving, leatheroid, fiber, paper or tin, for cotton or woolen mills, in straight C. L., or with mixed C. L. of cotton or woolen mill machinery, min. wt. 24,000 lbs.	6

Cement, viz.:	Ratings
Cement, in bags, actual weight; in barrels, estimated weight: Portland, 400 lbs.; N. O. S., 300 lbs. per barrel, carloads, 40,000 lbs. min. K Natural or Portland (Building Cement), in cloth bags or in barrels, L. C. L. 20 per cent higher than C. L. rates.	
Natural or Portland (Building Cement), in cloth bags or in barrels, and lime in barrels, mixed carloads, min. wt. 40,000.; same as Cement.	
Charcoal, Wood, viz.:	
Charcoal, C. L., min. wt. 24,000 lbs.....	L
In cloth sacks, barrels or casks, L. C. L.....	A
Cheese, packed in wood.....	4
Cigarettes, viz.:	
In wooden boxes, strapped or with ends rabbeted.....	2
In fibreboard or strawboard packages (as described in Rule 41, Consolidated Classification No. 4), with all flaps firmly glued and further sealed with paper sealing strip covering the box where the outer flaps meet, or when secured as provided for in Item 1, Note 2, Paragraphs C and D, page 25, Consolidated Classification No. 4, or reissues	2
In boxes, N. O. S.....	1½
Cigars, boxed; strapped, corded and sealed, with cording passing through each and every board and over each and every seam, in boxes	1
Cinders, coal, per car 25,000 lbs.	P
Clay, viz.:	
Fire, L. C. L., packed.....	K
Same, per car 25,000 lbs.....	P
N. O. S., in boxes, barrels, casks or sacks, L. C. L.....	6
N. O. S., C. L., per car 20,000 lbs.....	O
Cornices and Ornamental Work for Buildings, made of sheet or stamped metal, plain, galvanized or painted, boxed or crated, L. C. L.....	1
Cotton, viz.:	
Cotton, in the boll, in bags or in bulk, C. L., min. wt. 20,000 lbs.....	6
Same, in bags, L. C. L.....	3
Unginned, packed in bags, 2,000 lbs. and over, L. C. L.....	5
Cottonseed Hulls and Meal, mixed or in mixed carloads, or in less than carloads; same as Fertilizer.	
Cottonseed Hulls, Meal, Ashes and Oil Cake. See Fertilizers.	
Cotton Sweepings, Clippings, Motes or Card Strippings in bales (refuse of cotton spinning factories, knitting mills or cottonseed oil mills, cotton-gin flues), except in bags.....	A
Dry Goods, viz.:	
<i>Cotton Factory Products</i> , in the original piece, made wholly of cotton, in bales, O. R. of chafing, or packed in rolls covered with burlap, or in boxes, viz.: Backbands made of cotton webbing, Calicos, Cambrics, glazed; Canton Flannels, plain or dyed; Canvas, Cottonades, Checks, domestic; Cheviots, domestic; Cotton Bags, Cotton Bagging (including brown cotton bagging), Cotton Bath Mats, Cotton Towels, Cotton Waste, Crash, linen, or cotton; Denims, Drills, Duck, Ginghams, domestic; Jeans, Jeans, corset; Kerseys, Osnaburgs, Plaids, Rope, Sack Material, Sheetings, bleached or brown; Shirting, Silesia, Stripes, domestic; Teazle Cloth, Tickings, Twine, Warp, Webbing, backband; Wicking.....	5
Same, unless conditions as above named are complied with; same as Dry Goods, N. O. S.	
Yarn, cotton, on beams, wrapped, owner's risk of damage to beam heads, and so stated in bill of lading.....	5
Yarn, cotton, in bales or boxes or on beams wrapped and in boxes or crates	5

	Ratings
Felts, cotton (not batting), in bales.....	5
Hosiery, cotton.....	5
Excelsior, wood, pressed in bales, C. L., min. wt. 20,000 lbs.; Class O plus 10 per cent.	
Fertilizer Material, viz.:	
Ammonia, sulphate of; Blood, dried; Bones; Castor Pomace, in bags; Potash, muriate of; Potash, sulphate of; Dried or Acid Fish Scrap; Slate, rotten; Soda, nitrate of; Sylvinit; Hoof Meal, in bags or bulk; Manure, bat, bird, or sheep; Manure Salts, in bags or in bulk; Tankage; Acid Phosphate, in bulk; Kainit, in bulk; Hardsaltz, in bulk; min. C. L. 25 tons or 50,000 lbs.; 10 per cent less per ton than the rate on Fertilizer.	
Same, L. C. L.; Fertilizer rates.	
Fertilizer and fertilizer materials, C. L. (except as otherwise specifically published in original Exception Sheet), as listed in Section 1 of Note 94 of Exceptions to Southern Classifications, including also bone black; plaster of Paris; potash, German salts of; tank stuff, min. wt. 30,000 lbs.	
Fertilizer and fertilizer materials, L. C. L. (except as otherwise specifically published in original Exception Sheet), as listed in Section 2 of Note 94 of Exceptions to Southern Classification, including also ammonia, sulphate of; blood; castor pomace, in bags; fish scrap; slate, rotten; hoof meal, in bags or in bulk; bone black; nitrate cake; plaster of Paris; potash, German salts of; salt cake; soda, sulphate of; tank stuff; 20 per cent higher than Fertilizer C. L.	
Fish, viz.:	
Dry, dried, salted or smoked, in bulk, in barrels, boxes or crates.....	5
Fresh, packed, collect, freight guaranteed by shipper, L. C. L.....	2
Fresh, in refrigerator cars, C. L., min. wt. 24,000 lbs.; 6 cents per 100 lbs. higher than Class B.	
Pickled or salted, in barrels, half-barrels, kegs or kits.....	6
Fruit, dried, L. C. L., viz.:	
Apples, Pears and Peaches, packed.....	4
Berries, N. O. S.	4
Fruit, green, viz.:	
Apples, in bags, barrels, boxes or crates, L. C. L.....	5
Blackberries, Dewberries, Peaches and Strawberries, packed, owner's risk, for manufacturing or cold packing purposes, in straight or mixed carloads, minimum weight 24,000 lbs.....	6
Blackberries and Dewberries, packed for manufacturing purposes, L. C. L.....	5
Berries, other than Cranberries, packed, prepaid.....	1
Grapes in casks or barrels, for manufacturing purposes, L. C. L.....	5
Grapes, in casks or barrels, for manufacturing purposes, C. L., min. wt. 24,000 lbs.	6
Furniture, C. L., viz.:	
Chairs, finished, K. D., C. L., min. wt. 24,000 lbs.....	5
Chairs, in the white, K. D., C. L., min. wt. 24,000 lbs.....	6
Chairs, Settees and Stools, N. O. S., C. L. min. wt. 10,000 lbs.....	4
Chair Stuff or Stock, N. O. S., parts not joined together, in the rough or in the white, min. wt. 30,000 lbs.....	6
Chair Stock, wood, viz.: Bent arms, in crates or bundles, brace, arms, in sacks, in the rough, any quantity.....	A
N. O. S., min. wt. 12,000 lbs.....	4
Furniture, all kinds, finished or in the white, taking Fourth Class or lower when in straight carloads; in mixed carload, 12,000 lbs. min	4
Furniture, L. C. L. viz.:	
Bedsteads, N. O. S., wrapped or crated.....	3

	Ratings
Dressers, Chifforobes and Chiffoniers, wrapped or crated.....	3
Chairs, N. O. S., S. U.....	1
Chair Stock, wood, viz.: Bent arms in crates or bundles, brace arms in sacks, in the rough, any quantity.....	A
Cots, K. D. or folded.....	3
Crib, K. D. or folded.....	3
Desks and Seats, school, S. U. or folded.....	3
Same, K. D.	4
Desks, N. O. S., wrapped or crated.....	2
Racks, Hat, wrapped or crated, S. U.	1
Sofas, N. O. S., and Tete-a-tetes, wrapped or crated.....	1
Stands, hall, wrapped or crated.....	3
Tables, K. D., flat.....	3
Table Legs, Slides, Leaves and Supports.....	3
Wardrobes, wrapped or crated, K. D.	3
Washstands, wrapped or crated.....	3
Furniture, not included in foregoing lists, viz.:	
Bookcases, S. U. wrapped or crated.....	1
Chairs, wood, with case splint, rattan, reed, willow, bamboo or solid wooden seats, whether manufactured of common or hardwood, S. U.	1
Same, K. D., boxed, crated or wrapped in bundles.....	2
Furniture, Store, C. L., viz.: Counters and Shelving (not glass), K. D., C. L. min. 20,000 lbs.	4
Mattresses, cotton, excelsior, fiber, shoddy, shuck or straw.....	3
Springs, bed and furniture, compressed and packed in barrels, casts or boxes	3
Springs, bed, spiral or coil, compressed and crated	3
Table Rims, wooden (not veneered), packed or securely tied together	A
Glass and Glassware, viz.:	
Bottles, Carboys or Demijohns, old; old bottles, gingerale or other non-alcoholic beverages in barrels, bottle carriers or boxes, L. C. L.	6
Fruit Jars, common, packed, L. C. L.	4
Mirrors, viz.:	
Over 3 feet, not exceeding 7x12 feet, packed.....	2
Three feet or under, packed.....	3
Showcases, boxed or crated.....	1½
Window Glass, viz.: Common, L. C. L.	4
Grain:	
In bulk, C. L., 40,000 lbs. min.....	D
Corn on Cob, in shuck, in bulk, C. L. 30,000 lbs. min.	D
Graphite, crude, C. L., per car 25,000 lbs.....	P
Grits, in bags; same as Cornmeal.	
Hay, Fodder and Straw, pressed in bales, L. C. L.	6
Hominy, in bags; same as Meal, corn.	
Husks or Shucks, compressed in bales, L. C. L.	6
Ice, prepaid or guaranteed, C. L., min. wt. 24,000 lbs. (See Note)	L
NOTE.—With shipments of ice in C. L. lots, 1,000 lbs. of sawdust, chaff, or other packing will be allowed free.	
Ice, L. C. L., packed, prepaid or guaranteed; 100 per cent per 100 lbs. higher than C. L. (Not subject to minimum class rate.)	
Iron and Steel Articles (not boxed or crated unless so specified), viz.:	
Bars, grate (each shipment weighing 200 lbs. or over in one or more pieces), L. C. L.	A
Castings, viz.:	
In boxes, kegs, barrels, casks or crates (not machinery or sewing machines)	5
Unpacked (not machinery, parts thereof), each piece weighing under 200 lbs.	5

Ratings

Castings, weighing over 200 lbs.; see Special Iron. Covers, man-hole, packed and contents described, or in bundles, wired.....	5
Dog Irons, cast; same as Castings.	
Flue, iron; same as Sheet Iron.	
Iron, sulphate of, shipped to fertilizer factories; see Fertilizers.	
Forgings; same as Castings.	
Lathing, expanded iron.....	5
Nails, in boxes (horse and mule shoes).....	5
Picks, in bundles, barrels or kegs; see Special Iron.	
Pipe Joints or Fittings, consisting of Elbows, Traps, Tees, Crosses, Bushings, Plugs, Couplings and Caps (made entirely of iron, and without brass or other trimmings or fixtures) (see Note), packed or not packed, L. C. L.....	6
Same, C. L.; see Special Iron.	

NOTE.—The above ratings will apply on Elbows, Traps, Tees, and Crosses, with brass screw clean-out plugs or brass or bronze stay-rods.

Rails, iron or steel, any quantity.....	A
Safes, viz.:	
Each weighing over 3,000 lbs. and not over 6,000 lbs.....	3
Each weighing 3,000 lbs. or less.....	4
Scrap Iron, packed or loose, C. L., min. wt. 40,000 lbs.	K
Same, packed, L. C. L.....	A
Sheet Iron, viz.:	
Cut in strips for stove pipe, nested flat and crated.....	6
Plain, Galvanized or Corrugated.....	6

Iron and Steel, special, consisting of the following articles:

NOTE.—Commodity rates on "Special Iron" will apply on all articles enumerated in the following list. In the absence of commodity rates, Class A rates will apply.

Architectural and Structural, consisting of Columns, Pedestals, Capitals, Saddles, Door and Window Jambs, Plates, Sills, Studding, Lintel, Rolled Beams, Angles, Channel Bars. Girders and Tees or Zees	A
Axles, car	A
Axles, carriage or wagon, loose or wired together.....	A
Bar, Band, Hoop, Rod, Plate (not planished or polished), Boiler, all unpacked	A
Bar, steel, or steel bars, polished or not polished, packed or unpacked	A
Bolts, Nuts, Rivets and Washers, packed or in bags or bundles.....	A
Boxes and Skeins, vehicle, in kegs, barrels or casks.....	A
Boxes and Skeins, wagon, axle, loose, owners to load and unload, C. L.	A
Bridge Material	A
Castings (not machinery or parts thereof), each piece weighing 200 lbs. or over, unpacked, O. R. B.....	A
Castings or Forgings, parts of compresses, each piece weighing 2,000 lbs. or over, owners to load and unload.....	A
Castings, C. L., viz.: Castings, rough, N. O. S. (not machinery nor parts thereof, ncr sewing machines nor parts thereof, nor stove castings), packed in kegs, barrels, or loose.....	A
Chains, in barrels or casks.....	A
Chains, loose or in coils.....	A
Crowbars	A
Draft Iron	A
Elevator Weights	A
Filings, Iron	A
Fishbars, Fastenings, and Rail Braces.....	A
Frogs, Railroad	A
Harrow Teeth, in kegs or barrels.....	A
Jail Plate	A

	Ratings
Lap Rings	A
Mattocks, in bundles, barrels or kegs.....	A
Nails and Spikes, in kegs, estimated weight 106 lbs. per keg.....	A
Nails and Spikes, in double kegs, estimated wt. 208 lbs. per keg.....	A
Nails, cement coated, in kegs.....	A
Nails, wire, in kegs, estimated wt. 106 lbs. per keg.....	A
Nails, wire, in double kegs, estimated wt. 208 lbs. per keg.....	A
Picks, in bundles, barrels or kegs.....	A
Pipe, cast, released	A
Pipe, lined with cement, released.....	A
Pipe Joints or Fittings, consisting of Elbows, Traps, Tees, Crosses, Bushings, Plugs, Couplings and Caps (made entirely of iron, and without brass or other trimmings or fixtures) (see Note under Pipe Fittings, L. C. L.) , packed or not packed, C. L.....	A .
Pipe Fittings, wired in bundles, C. L.....	A
Pipe, wrought, released.....	A
Plow Clevises, Couplers, Frogs, Heel Bolts, Moulds, or Plant Fenders (in bundles, or in kegs, barrels or casks), Plates, Points and Wings	A
Plow Steel	A
Poles, electric light or railway.....	A
Posts, fence, railroad	A
Rust, iron	A
Sadirons, in barrels or casks, released.....	A
Sadirons, in boxes, contents to be plainly marked on boxes, and contract to be made by shipper that no other articles shall be put in the boxes	A
Sash Weights, unpacked	A
Shoes, horse, mule and ox, in kegs (estimated weight 106 lbs. to keg)	A
Stand Pipes, K. D.....	A
Staple, fence, in barrels or kegs.....	A
Timber Hangers	A
Tires, wagon	A
Trucks, car	A
Trusses, Bridge or Building.....	A
Wheels, car	A
Wire, fence, iron (not woven), on reels or in coils, loose or packed in barrels, O. R. of wet and rust.....	A
NOTE.—On mixed carloads of iron fence wire and nails the carload rate on the highest classed article may be applied.	
Tubs, viz.:	
Tubs, bath	3
Tubs, galvanized iron, closely nested.....	3
Vises	4
Kainit, when shipped to fertilizer factories; see Fertilizer Material; when in less than 25-ton shipments, Fertilizer rates apply.	
Knitting Factory Products, made wholly of cotton, in bales, O. R. C., or in boxes when specific name of articles and shippers' names are plainly marked on outside of package and stated in receipt or bill of lading	5
Leather, in bales or rolls or boxes, L. C. L.....	3
Lime, viz.:	
Other than spent, in packages or bulk, C. L., min. wt. 24,000 lbs., actual weight to be charged for; Class K less 10 per cent.	
Same, in waterproof bags or barrels, L. C. L.; 20 per cent higher than C. L.	
Acetate of, L. C. L.....	6
Same, C. L.; same as Fertilizers.	
Carbonate of, in barrels or casks; same as Lime. Chloride of, in barrels or casks	6

Ratings

In barrels, and Cement in bags or barrels, mixed C. L., min. wt.	
40,000 lbs.; same as Cement, C. L.	
Slaked, for agricultural purposes, in bulk or bags; 20 per cent less than Fertilizers.	
Livestock, subject to Rules, Estimated Weights and Valuation of Southern Classifications.	
Livestock, L. C. L.....	4
Locks, viz.: Padlocks and Rim-locks.....	3
Lumber, native wood, rough or dressed (see Notes 1 and 2), C. L.	P
24,000 lbs. min.	
Lumber, native wood, rough or dressed (see Notes 1 and 2), L. C. L.; 20 per cent higher than Class K.	

NOTE 1. The following articles will take Lumber rates: Barrel Material (cooperage stock); Box Material or Shooks for manufacture of packing cases or crates (not including Cigar Box Material); Casings, Ceiling (Wooden); Cooperage Stock; Cross-arms, Wooden; Cross-ties; Flooring; Heading and Heading Bolts; Hoop Poles; Hoop Splits; Hoops; Laths; Lumber Laths and Shingles in Mixed Car-loads; Mouldings, Carpenters, Without Ornamentation; Paving Blocks, Wooden; Pickets, Wooden; Piles; Planks or Boards, edges glued together; Poles, Hoops, Telegraph and Telephone; Posts, Fence; Shingles and Shingle Bolts; Siding; Shooks, Boxed or Crated (not including Cigar Box Material); Shooks, Barrel Casks or Hogshead; Spoke Timber in the Rough; Staves and Stave Bolts; Tank Material; Telegraph Cross Arms (without insulator pins or brackets); Ties, railroad; Timber, N. O. S.; Tobacco Box Material.

NOTE 2.—In the absence of scale weights, the following estimated weights will be used:

Laths, green, per 1,000	530 lbs.
Laths, dry, per 1,000	450 lbs.
Lumber, short leaf rough pine, seasoned, per 1,000 ft.	3,300 lbs.
Lumber, rough spruce, seasoned, per 1,000 ft.	2,600 lbs.
Lumber, rough spruce lumber, green, per 1,000 ft.	3,000 lbs.
Shingles, green, per 1,000	350 lbs.
Shingles, dry, per 1,000	300 lbs.

Machinery and Machines (see Note), C. L., viz.:

N. O. S., all kinds, boilers, engines or parts thereof, min. wt. 24,000 lbs.	6
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NOTE.—Will not apply on Tractors.

Machinery and Machines, L. C. L., viz.:

Cotton and Woolen Mill Machinery, viz.:

Beams, wooden, warp, cylinders, spools, bobbins, and shuttles, old....	6
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Bobbins, Shuttles and Spools, wooden, packed.....	5
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Card Flats, old	6
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Rollers, iron and steel to be repaired or recovered, rating to apply to both directions.....	4
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Engines and Machinery, hoisting.....	4
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Pulleys	5
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Pulley Wheels and Blocks, manufactured wholly of iron, wired in bundles	4
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Marl, C. L., min. wt. 40,000 lbs.; 10 per cent higher than rate on Sand.

Marl or Green Sand, L. C. L. (not taken in bulk), 80 per cent of less carload Fertilizer rate.

Meal, viz.:

Soy or Soja bean; Fertilizer rates.

Corn, N. O. S., except when in paper packages (see Note)..... D

NOTE.—L. C. L. shipments of meal, in cloth bags, each package weighing less than 21 pounds, will not be accepted unless enclosed in burlap, jute, or duck bags. Bills of lading and way-bills for shipment of meal in bags must show number of bags of each size, weighing 21 pounds or over, and the number of burlap, jute, or duck bags containing bags weighing less than 21 pounds contained in the shipment.

Linseed-oil Meal; same as Meal, Cottonseed; see Fertilizers.

Meats, all shipments to be charged at actual weight, viz.:

Fresh, packed or wrapped, L. C. L..... 3

	Ratings
Sausage, fresh, packed.....	4
Sausage, smoked, packed, L. C. L.....	6
Sausage Casings, in barrels or kegs.....	4
Melons, prepaid, in barrels with cloth or slatted wooden tops; in baskets with solid or slatted wooden tops; or in barrels, boxes or crates, L. C. L.....	5
Melons, C. L., per car 20,000 lbs.....	0
Mica, viz.: Mica, scrap and ground, in bags or barrels, L. C. L.....	5
Molasses, viz.:	
Shipments of molasses will be accepted at an estimated weight of 12½ lbs. per gallon, including package, the gallonage to be taken from the marks on the barrel as stenciled by authorized gaugers.	
In barrels or hogsheads.....	6
In tank cars, C. L., subject to Rule 35, Southern Classification.....	6
Marble and Granite (other than Gravestones, Tombstones, Monuments, or parts thereof):	
Blocks or Slabs, marble, slate, granite or stone, rough quarried, not packed; also sawed, sand-rubbed (or slushed), hammered or chiseled, boxed or crated, L. C. L.....	A
Same, C. L.; when blocked in or on cars, per car 30,000 lbs.....	P
Chips or Cubes, rough or dressed for inlaid or mosaic tiling, L. C. L.....	6
Monuments, Gravestones and Tombstones, viz.:	
Marble or granite, not boxed.....	D1
Marble or granite, all kinds, N. O. S.....	1
Marble, granite, cement or concrete, including parts of monuments, gravestones (lettered or not lettered, but not sculptured), and not including statuary, in boxes or crates, L. C. L.....	4
Same, C. L., min. wt. 30,000 lbs.....	6
Nuts, packed in bags, boxes or barrels, viz.:	
Peanuts and Chufas, L. C. L.....	5
Nuts, packed in double bags, boxes or barrels, viz.:	
Chestnuts, L. C. L.....	5
Oatmeal, Rolled Oats, or Shredded Oats, in boxes, barrels, kegs, or drums	6
Oils, viz.:	
Cotton-seed, in barrels, crude, L. C. L.....	A
Cotton-seed, in barrels, C. L., 30,000 lbs. min.....	A
Cotton-seed, in tanks, governed by the following rules, viz.:	
1. Rates when in tank cars will be assessed on basis of shell capacity in gallons, multiplied by 7½ lbs. per gallon.	
2. Tank cars must invariably be loaded to their full capacity, subject to a min. wt. of 24,000 lbs.	
In tank cars, C. L.....	A
Creosote or Dead Oil, in barrels, L. C. L.....	4
Oil, Petroleum and Petroleum Products (notes and estimated weights as per Consolidated Classification):	
Crude Oil, Distillates, Fuel Oil, Gas Oil, Grease (not axle), Refined (illuminating or burning) Oil, Lubricating Oil (not axle grease), Miners' Oil, Paraffin Oil, Paraffin Wax, Road Oil, Soap Oil, Transformer Oil, and Wool Oil, Benzine, Gasoline and Naphtha, viz.:	
In cans, boxed, C. L.....	4
In bulk, in wooden, iron or steel barrels, L. C. L.....	*4
In packages named, C. L., 26,000 lbs. min.....	*6
*Will not apply on Benzine, Gasoline, Naphtha or Petroleum Liquified Gas in wooden barrels.	
In tank cars, C. L., min. shell capacity of tank based on 6.6 lbs. per gallon	6

Paper, viz.:	Ratings
Glazed, for manufacture of paper boxes or for wrapping purposes, in boxes, crates, rolls or bundles.....	6
Printing, in boxes, crates, rolls or bundles, L. C. L.	6
Roofing (not composition roofing), in rolls, bundles or crates.....	6
Strawboard and Pulpboard; same as Paper, wrapping.	
Wall, in bundles, boxes or crates.....	3
Wrapping or Lining in bundles, rolls, or crates, L. C. L.	6
Peas, viz.:	
Dried or split, in boxes, bags or barrels.....	D
Same, in packages or bulk, C. L., 36,000 lbs. min.	D
Pickles, viz.:	
In buckets or pails, wooden, L. C. L.	4
In kegs, barrels or casks, L. C. L.	5
Pipe, viz.:	
Earthen and concrete, drain or roofing (pipe and tile), L. C. L.	6
Same, C. L., min. wt. 26,000 lbs., subject to packing requirements attached to Class A rating Southern Classification (E. H. Dulaney's I. C. C. No. 19, supplements thereto or reissues thereof)....	A
Earthen or concrete, farm drain or sewer, C. L., per car 25,000 lbs., subject to packing requirements attached to Class A rating in Southern Classification (E. H. Dulaney's I. C. C. No. 19, supplements thereto or reissues thereof)	P
Same, L. C. L.	K
Pipe, sewer, earthen or concrete, and fixtures; flues, flue linings, flue tops and chimney caps, and drain tile, earthen or concrete; in mixed carloads, per car 25,000 lbs., subject to packing requirements attached to Class A rating in Southern Classification (E. H. Dulaney's I. C. C. No. 19, supplements thereto or reissues thereof); 25 per cent higher than Class P.	
Pitch, in barrels or casks, N. O. S., C. L., 40,000 lbs. min.....	K
Plaster, viz.:	
Calcined, C. L., 40,000 lbs. min.....	K
Calcined, L. C. L., 20 per cent higher than C. L. rate.	
Cement; same as Cement.	
Land; same as Agricultural Lime.	
Plaster of Paris, L. C. L.	6
Same, C. L., 40,000 lbs. min.....	A
Wall, in bags or barrels, C. L., 36,000 lbs. min.; Class K, less 10 per cent.	
Wall, in bags, barrels or boxes, L. C. L., 20 per cent higher than C. L. rate.	
Plates, viz.:	
Wooden, including Wooden Butter Dishes and Plates, C. L., min. wt. 15,000 lbs.	6
Wooden Plates or Dishes, nested, packed in crates or boxes, L. C. L.	5
Porch Columns, wooden; same as Blinds, Doors and Frames.	
Potash, muriate and sulphate, when shipped to fertilizer factories; see Fertilizers.	
Preserves, Fruit Butter, and Jellies, viz.:	
In glass, packed, L. C. L.	3
In wood, L. C. L.	4
In cans, boxed, L. C. L.	4
Pumps and Pump Material, viz.:	
Steam Pumps, Pumping Engines, and Machinery, L. C. L.	4
Wooden Tubing, loose or in packages, L. C. L.	5
Rags, viz.:	
In bags or bales, not machine pressed, L. C. L.	3
In barrels, crates or hogsheads, L. C. L.	4

Ratings

Railroad Rolling Stock Equipment:

Locomotives, standard gauge, subject to the following rules:

Basis for Calculation of Freight. Mileage rates between points governed by this Exception Sheet will be computed upon the basis of the shortest all-rail standard-gauge mileage by available routes of transportation, plus actual arbitraries, subject to a minimum distance of 75 miles for each line, and governed by the mileage shown in individual mileage tariffs of carriers, parties to this Exception Sheet, lawfully on file with the Interstate Commerce Commission.

Locomotives and Tenders, moved by their own power, owner to furnish fuel and crew, carrier to furnish pilot at expense of owner, 17 cents per mile.

Locomotives and Tenders, dead or on their own wheels, connecting rods and small parts liable to be damaged, at option of carrier, to be taken off and boxed, 23 cents per mile. All expenses for oil, waste and repairs are in addition to the rates and will be at the expense of the owner.

Locomotives and Tenders, loaded wholly on flat cars, 28 cents per mile. Locomotives, loaded on flat cars and weighing less than 40,000 lbs., same as Machinery, N. O. S.

Roofing, viz.:

Cement, in metal cans, in barrels or boxes, or in tubs, kits, pails or barrels, L. C. L.	5
Slate, in boxes or crates, L. C. L.	6
Slate, C. L., min. wt. 40,000 lbs.	K
Roots and Herbs, all kinds, in bags, boxes or barrels, L. C. L.	4
Roots, ivy, C. L., per car 24,000 lbs.	P
Rosin, in barrels, L. C. L., 20 per cent higher than Class K.	
Rosin, in barrels, C. L., 36,000 lbs. min.	K
Rosin Dross; apply Rosin rates.	
Salt, in bulk, in bags, boxes or barrels, C. L., min. wt. 45,000 lbs. (see Note)	O

NOTE.—Where Class O rates are stated per car the rate on salt will be 225 per cent of Class O per car of 20,000 pounds.

Salt Cake; see Fertilizers.

Sash, viz.:

Glazed, in boxes or crates, L. C. L.	4
Glazed, in packages named, C. L., min. wt. 24,000 lbs.	6
Unglazed, in boxes or crates, C. L., min. wt. 16,000 lbs.	6
Unglazed, in boxes or crates; same as Blinds.	
Sawdust, C. L., per car 24,000 lbs.	P

Screens, viz.:

Door or Window, of wire, in bundles, boxes or crates, L. C. L.	4
Door or Window, of wire, C. L., min. wt. 18,000 lbs.	6

Sea Grass, Sea Weed, or Salt Hay, pressed in bales, C. L., 20,000 lbs. min., 20 per cent less than Class D.

Showcases; see Glass and Glassware.

Slush, Soap, stock or similar material for manufacturing soap, in barrels; same as Cottonseed Oil.

Soap Stock; same as Cottonseed Oil.

Soda, viz.:

Nitrate of, L. C. L.; same as Fertilizers, L. C. L.

Nitrate of, C. L.; see Fertilizers and Fertilizer Material, C. L.

Sulphate of, C. L.; same as Fertilizers, C. L.

Stoves and Ranges, cast iron, L. C. L. Box and crate requirements will not apply.

Ratings

Sugar, in barrels or hogsheads, or in cartons or sacks packed in boxes or in single (see Note) or double sacks.....	6
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NOTE.—Ratings will apply when the bag is made of cotton cloth weighing not less than 5.6 ounces per square yard and having not less than 96 threads to the square inch, including warp and filling, and of tensile strength not less than 61 pounds in the warp and 68 pounds in the filling, or Osnaburg (Cotton Cloth) not less than 7 ounces to the square yard and having not less than 68 threads to the square inch, including warp and filling, and of tensile strength not less than 61 pounds in the warp and 68 pounds in the filling, or when the bag is made of single croppped and mangled or double calendered burlap weighing not less than $10\frac{1}{2}$ ounces per yard, 40 inches wide, and counting not less than 11 porter (warp) and 12 shots (filling), tensile strength to be not less than 61 pounds in the warp and 68 pounds in the filling. Tensile strength to be determined by what is commercially known as the strip test.

Sumac, viz.:

Leaf, C. L., min. wt. 20,000 lbs.....	K
Same, in bags or bales, L. C. L.....	5

Tallow, in barrels or boxes.....	B
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Tankage, for fertilizer purposes, C. L.; see Fertilizer.

Tar, Coal, in barrels, L. C. L.....	A
Same, C. L., 40,000 lbs. min.....	K

Tar, in barrels, L. C. L., 20 per cent higher than Class K.	K
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Tar, in barrels or casks, C. L., 40,000 lbs. min.....	K
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Tar Residuum; same as Tar.

Tar, Coal, in tank cars, minimum weight capacity of tank to be charged for at estimated weight of $8\frac{1}{2}$ pounds per gallon.....	K
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Tile, viz.:

Drain and Roofing; see Pipe.	
Building and Roofing and Hollow Brick, in straight or mixed C. L., min. wt. 30,000 lbs.....	K

Tin, viz.:	
Tin and Terne Plate, in boxes, charged at actual weight, L. C. L.....	5
Tin Roofing, in rolls, crates or boxes, L. C. L.....	5

Tobacco, viz.:	
Smoking	2
Unmanufactured, in boxes, barrels, crates, bales or baskets.....	4
Unmanufactured, in hogsheads or tierces.....	5

Unmanufactured, loose in car on the stick, C. L., min. wt. 10,000 lbs.	4
Tobacco Trash, Sweepings or Stems, ground or unground, packed, L. C. L., or in bulk when in carloads; Fertilizer rates.	

Tongue, deer, in bags, bales or boxes, L. C. L.....	5
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Twine, viz.: Jute, packed, L. C. L.....	5
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Vegetables, not canned or desicated, viz.:	
Beets, in barrels, bags, baskets, boxes or crates.....	6
Cabbages, in bags, baskets, boxes or crates, L. C. L.....	6
Carrots, in barrels, bags, baskets, boxes or crates.....	6
Cucumbers; same as Beets.	
Onions, in sacks, L. C. L.....	5
Onions, in barrels, baskets, boxes or crates, L. C. L.....	6
Potatoes, in crates or sacks, L. C. L.....	6
Potatoes, in barrels, bags, baskets, boxes or crates, L. C. L.....	6
Turnips, in barrels, bags, baskets, boxes or crates, L. C. L.....	6
N. O. S., packed, prepaid or guaranteed.....	3

Vehicles, viz.:	
Carriages, Buggies, and Trotting Wagons, viz.:	
K. D., boxed or well crated, box or crate not exceeding 34 inches in height, L. C. L.....	2
Boxed or well crated, C. L., min. wt. 10,000 lbs.....	4
Loose, C. L., min. wt. 15,000 lbs.....	3

Vehicles, Horse Drawn, viz.:	Ratings
Trucks or Wagons, Farm, with or without bodies and without springs.	
Bodies K. D. or flat, or without bodies, gears K. D., loose, L. C. L.	4
Trucks, drays or wagons, delivery or freight, with or without springs (see Note). Loose, wheels and shafts detached, actual weight, subject to minimum charge of 1,000 pounds each at first-class rate, L. C. L.	D1

NOTE.—This description will not cover heavy teaming vehicles.

Vehicle Material and Parts of Vehicles, viz.:

Bodies, finished, carriage, buggy, trotting wagon, and wagon; same as Carriages, Buggies, Trotting Wagons, and Wagons, respectively.	A
Bodies and Seats, unfinished; same as Wheels.	A
Hubs, packed in rolls or securely tied together.....	A
Rims, packed or securely tied together.....	A
Shafts, Bows, Felloes, Singletrees, Spokes, Hubs and Rims, wood, unfinished, L. C. L.	5
Spokes, in the rough, packed in bundles.....	A
Same, C. L., loose or in bundles.....	P
Wheels, unfinished, L. C. L.	4
Wheelbarrows, viz.: Iron or wood, K. D., trays nested and strapped, wheels and handles packed separately, L. C. L.	4

Wood:

Veneer, unfigured, made from woods other than woods of value; Lumber rates.	
Veneer, figured, or made from woods of value; Lumber rates plus 15 per cent.	
Built-up wood faced with unfigured veneer of woods other than woods of value; Lumber rates plus 10 per cent.	
Built-up wood faced with figured veneer, or veneer of woods of value; Lumber rates plus 15 per cent.	

NOTE. Woods of Value: boxwood; Spanish cedar; cherry; cocobolo; ebony; Granda-dilla; ironwood; lancewood; lignumvitae; mahogany; rosewood; sandalwood; satinwood; teakwood; vermillion; walnut.

Wool, viz.:

In bags, two or more securely corded together or pressed in bales....	3
Unwashed, in bags.....	4
Circular No. 277 (Cancels Circular No. 269.)	

SUPPLEMENT No. 1 TO NORTH CAROLINA EXCEPTION SHEET No. 8

ADDITIONS—CHANGES

NOW READS

Fertilizer Material, viz.:	Ratings
Ammonia, sulphate of; Blood, dried: Bones; Castor Pomace, in bags;	
Potash, muriate of; Potash, sulphate of; Dried or Acid Fish Scrap; Slate, rotten; Soda, nitrate of; Sylvinit; Hoof Meal, in bags or bulk; Manure, bat, bird, or sheep; Manure Salts, in bags or in bulk; Tankage; Acid Phosphate, in bulk; Kainit, in bulk; Hardsaltz, in bulk; min. C. L. 25 tons or 50,000 lbs.; 10 per cent less per ton than the rate on Fertilizer.	
Same, L. C. L.; Fertilizer rates.	
Salt, in bulk, in bags, boxes or barrels, C. L. Min. wt. 45,000 lbs. (see note)	0

NOTE.—Where Class O rates are stated per car the rate on salt will be 225 per cent
of Class O per car of 20,000 pounds.

CHANGE TO READ

Fertilizer Material, viz.:	Ratings
Ammonia, sulphate of; Blood, dried; Bones; Castor Pomace, in bags; Potash, muriate of; Potash, sulphate of; Dried or Acid Fish Scrap; Slate, rotten; Soda, nitrate of; Sylvinit; Hoof Meal, in bags or bulk; Manure, bat, bird, or sheep; Manure Salts, in bags or in bulk; Tankage; Acid Phosphate, in bulk; Kainit, in bulk; Hardsaltz, in bulk; min. C. L. 25 tons or 50,000 lbs.; 10 per cent less per ton than the rate on Fertilizer.	
Salt, in bulk, in bags, boxes or barrels, C. L. min. wt. 45,000 lbs. (See Note)	0
In bags, boxes or barrels, L. C. L., 20 per cent higher than carload rates.	

NOTE.—Where Class O rates are stated per car the rate on salt will be 225 per cent of Class O per car of 20,000 pounds.

Effective June 1, 1926.

SUPPLEMENT No. 2 TO NORTH CAROLINA EXCEPTION SHEET No. 8

ADDITIONS—CHANGES

NOW READS

Fertilizer Material, viz.:	Ratings
Ammonia, sulphate of; Blood, dried; Bones; Castor Pomace, in bags; Potash, muriate of; Potash, sulphate of; Dried or Acid Fish Scrap; Slate, rotten; Soda, nitrate of; Sylvinit; Hoof Meal, in bags or bulk; Manure, bat, bird, or sheep; Manure Salts, in bags or in bulk; Tankage; Acid Phosphate, in bulk; Kainit, in bulk; Hardsaltz, in bulk; min. C. L. 25 tons or 50,000 lbs.; 10 per cent less per ton than the rate on Fertilizer.	
Same, L. C. L. Fertilizer rates.	
Salt, in bulk, in bags, boxes or barrels, C. L. Min. wt. 45,000 lbs. (see note)	0
NOTE.—Where Class O rates are stated per car the rate on salt will be 225 per cent of Class O per car of 20,000 pounds.	

Canned Goods, viz.:

Fish, Oysters, Fruits, Vegetables and Meats, in metal cans, packed in boxes, crates or barrels, L. C. L.	4
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CHANGE TO READ

Fertilizer Material, viz.:	Ratings
Ammonia, sulphate of; Blood, dried; Bones; Castor Pomace, in bags; Potash, muriate of; Potash, sulphate of; Dried or Acid Fish Scrap; Slate, rotten; Soda, nitrate of; Sylvinit; Hoof Meal, in bags or bulk; Manure, bat, bird, or sheep; Manure Salts, in bags or in bulk; Tankage; Acid Phosphate, in bulk; Kainit, in bulk; Hardsaltz, in bulk; min. C. L. 25 tons or 50,000 lbs.; 10 per cent less per ton than the rate on Fertilizer.	
Salt, in bulk, in bags, boxes or barrels, C. L. Min. wt. 45,000 lbs. (see note)	0
In bags, boxes or barrels, L. C. L., 20 per cent higher than carload rates.	

NOTE.—Where Class O rates are stated per car the rate on salt will be 225 per cent of Class O per car of 20,000 pounds.

Canned Goods, viz.:

Fish, Oysters, Fruits, Vegetables, Meats and Condensed Milk, in metal cans, packed in boxes, crates or barrels, L. C. L.	4
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Effective August 10, 1926.

SUPPLEMENT No. 3 TO NORTH CAROLINA EXCEPTION SHEET No. 8

ADDITIONS—CHANGES
NOW READS

Fertilizer Material, viz.:	<i>Ratings</i>
Ammonia, sulphate of; Blood, dried; Bones; Castor Pomace, in bags; Potash, muriate of; Potash, sulphate of; Dried or Acid Fish Scrap; Slate, rotten; Soda, nitrate of; Sylvinit; Hoof Meal, in bags or bulk; Manure, bat, bird, or sheep; Manure Salts, in bags or in bulk; Tankage; Acid Phosphate, in bulk; Kainit, in bulk; Hardsaltz, in bulk; min. C. L. 25 tons or 50,000 lbs.; 10 per cent less per ton than the rate on Fertilizer.	
Same, L. C. L. Fertilizer rates.	
Salt, in bulk, in bags, boxes or barrels, C. L. Min. wt. 45,000 lbs. (see note)	0

NOTE.—Where Class O rates are stated per car the rate on salt will be 225 per cent
of Class O per car of 20,000 pounds.

Canned Goods, viz.:

Fish, Oysters, Fruits, Vegetables and Meats, in metal cans, packed in boxes, crates or barrels, L. C. L.....	4
Iron and Steel, Special:	
Pipe, wrought, released.....	A

CHANGE TO READ

Fertilizer Material, viz.:	<i>Ratings</i>
Ammonia, sulphate of; Blood, dried; Bones; Castor Pomace, in bags; Potash, muriate of; Potash, sulphate of; Dried or Acid Fish Scrap; Slate, rotten; Soda, nitrate of; Sylvinit; Hoof Meal, in bags or bulk; Manure, bat, bird, or sheep; Manure Salts, in bags or in bulk; Tankage; Acid Phosphate, in bulk; Kainit, in bulk; Hardsaltz, in bulk; min. C. L. 25 tons or 50,000 lbs.; 10 per cent less per ton than the rate on Fertilizer.	
Salt, in bulk, in bags, boxes or barrels, C. L. Min. wt. 45,000 lbs. (see note)	0
In bags, boxes or barrels, L. C. L., 20 per cent higher than carload rates.	

NOTE.—Where Class O rates are stated per car the rate on salt will be 225 per cent
of Class O per car of 20,000 pounds.

Canned Goods, viz.:

Fish, Oysters, Fruits, Vegetables, Meats and Condensed Milk, in metal cans, packed in boxes, crates or barrels, L. C. L.....	4
Iron and Steel, Special:	
Pipe, wrought, all kinds, including conduit, released.....	A

Effective October 6, 1926.

CAR DEMURRAGE RULES AND CHARGES

APPLYING ON

INTRASTATE TRAFFIC AT ALL POINTS IN NORTH CAROLINA APPLICATION

The Car Demurrage Rules and Charges, published herein, apply on Intrastate traffic at all points on the railroads in North Carolina.

Rule 1—Cars Subject to Rules

NOTE.—The disposition at point of detention determines the purpose for which a car is held and the rule applicable thereto, except where there is specific tariff provision to the contrary.

Section A.—Cars of either railroad or private ownership, held for or by consignors or consignees for loading, unloading, forwarding directions or for any other purpose (including cars held for loading company material unless the loading is done by the railroad for which the material is intended and on its tracks) are subject to these demurrage rules, except as provided in Section B.

Section B.—The following cars are not subject to these demurrage rules:

1. Cars under load with company material for use of and consigned to the railroad in whose possession the cars are held.
2. Cars under load with livestock. This exemption does not include cars held for or by shippers for loading livestock. Live poultry will not be considered as livestock.
3. Empty cars placed for loading coal at coal mines, coal mine sidings, coal washers, or coke at coke ovens, and such cars under load with coal at such mines, mine sidings or coal washers, or with coke at coke ovens. This exemption applies only at mines, coal washers and ovens which are subject to car distribution rules in lieu of demurrage rules.
4. (a) Private cars on private tracks when the ownership of the car and track is the same.

NOTE.—Private cars while held under constructive placement for delivery upon the tracks of their owners are subject to demurrage charges after expiration of forty-eight hours' free time. (See Rules 5 and 6.)

DEFINITIONS

Private Car.—A car having other than railroad ownership. A lease of a car is equivalent to ownership. Private cars must have the full name of the owner or lessee painted or stenciled thereon or must be boarded with full name of the owner or lessee. If name of lessee is painted, stenciled or boarded on car, then the car is exempt from demurrage for the lessee only. If name of lessee is not painted, stenciled or boarded on car, then the car is exempt from demurrage for the owner only.

Private Track.—A track outside of carrier's right of way, yard, and terminals, and of which the carrier does not own either the rails, ties, roadbed, or right of way; or a track or a portion of a track which is devoted to the purposes of its user either by lease or written agreement.

4. (b) Empty private cars stored on railroad or private tracks, including such cars sent by the owner to a shipper for loading, provided the cars have not been placed or tendered for loading on the orders of a shipper. (See Rule 6, Section D.)

Rule 2—Free Time Allowed

Section A.—Forty-eight hours (two days) free time will be allowed for loading or unloading all commodities (see Exception). (See Rule 2, Section B, Paragraph 4.)

“LOADING” includes the furnishing of forwarding directions on outbound cars.

"UNLOADING" includes:

- (a) Surrender of bill of lading on shipments billed "to order."
- (b) Payment of lawful freight charges when required prior to delivery of the car.
- (c) Furnishing of a "turn-over" order (an order for delivery of another party) after car has been placed for delivery and no additional movement of the car is made.

When the same car is both unloaded and reloaded, each transaction will be treated as independent of the other. This will also apply to industries performing their own switching service, in which case the industry must notify the carrier date and time car was unloaded.

When a car held for loading or unloading is moved by railroad or private power to another point in the same yard or industry to complete loading or unloading, only forty-eight hours free time will be allowed, except that when the railroad makes a charge for such movement the time incident thereto shall not be computed against the car.

(See Rule 7, Note 2.)

NOTE.—If a consignee wishes his car held at any break-up yard or a hold yard before notification and placement, such car will be subject to demurrage. That is to say, the time held in the break-up yard will be included within the 48 hours of free time. If he wishes to exempt his car from the imposition of demurrage he must either, by general orders given to the carrier or by specific orders as to incoming freight, notify the carrier of the tracks upon which he wishes his freight placed, in which event he will have the full 48 hours free time from the time when the placement is made upon the track designated. This "Note" will apply except when in conflict with Rule 2, Section B, Paragraph 1.

Section B.—Twenty-four hours (one day) free time will be allowed:

- 1. When cars are held for reconsignment, diversion or reshipment, or held in transit on order of consignor, consignee or owner.

NOTE.—This will not apply to cars subject to Rule 2, Section B, Paragraph 3.

The term "diversion" or "reconsignment" will be applied as defined in the reconsignment tariffs of the carriers, except that under this rule when a car is placed for delivery at destination a "turnover" (or order for delivery to another party) which does not involve an additional movement of the car is not a reconsignment. (See Rule 2, Section A.)

A reshipment is the making of a new contract by which under a new rate the original lading, without being unloaded, is forwarded in the same car to another destination.

- 2. When cars, destined for delivery to or for forwarding by a connecting line, are held under tariff regulations for surrender of bill of lading or payment of lawful freight charges.

3. When cars are held in transit and placed for inspection or grading, including reconsignment or other disposition orders. At stations where grain and hay must be inspected or graded, the consignee agreeing with the carrier in writing for file at the station, to accept the bulletining of the cars as due and adequate notice of arrival, the bulletins must be posted by 9:00 a.m. of each day, showing the previous twenty-four (24) hours' receipts, and the free time (twenty-four hours) is to be calculated from the first 7:00 a.m. thereafter. Where there is no agreement for bulletining of cars, the free time must be calculated from the first 7:00 a.m. after the day on which notice of arrival is sent or given to the consignee.

- 4. Except as otherwise provided in Rule 2, Section A, when cars are held to complete loading, or to partly unload.

NOTE.—When a car held for unloading is partly unloaded and partly reloaded, 48 hours' free time will be allowed for the entire transaction.

Rule 3—Computing Time

NOTE.—In computing time, Sundays and legal holidays (National, State, and Municipal), but not half-holidays, will be excluded, except as otherwise provided in Section A of Rule 9. When a legal holiday falls on Sunday the following Monday will be excluded.

Section A.—On cars held for loading, time will be computed from the first 7:00 a. m. after placement on public delivery tracks and without notice of

placement, but if not placed within 24 hours after 7:00 a. m. of the day for which ordered, time will be computed from 7:00 a. m. after the day on which notice of placement is sent or given to consignor. (See Rule 6—Cars for Loading.)

Section B.—1. On cars held for orders, surrender of bill of lading or payment of freight charges, whether such cars have been placed in position to unload or not, time will be computed from the first 7:00 a. m. after the day on which notice of arrival is sent or given to the consignee or party entitled to receive same. (See Rule 4—Notification.)

NOTE.—The time between receipt of order and placement of car (not to include the time attributable to the act or neglect of consignor or consignee) will be deducted from the total detention of the car.

2. Orders for disposition or reconsignment, when mailed, wired or otherwise transmitted by the reconsignor to agent of the carrier at point where cars are held, or to the agent of any carrier named in the bill of lading contract or participating in the transportation transaction, unless otherwise provided by tariff, will release cars at 7:00 a.m. of the date such orders are received by any such agent, provided they are sent or given prior to the date received.

Such orders mailed, wired or otherwise transmitted and received the same date, will release cars at the hour the orders are received by any such agent.

Date of mailing to be determined by the postmark.

NOTE.—When order releasing a car is sent to the railroad by U. S. mail and the order is not received by the addressee, the car shall be considered released as of the date the order should have been delivered, provided proof is furnished by the claimant that the order was deposited in the U. S. mail properly stamped and addressed on the date claimed.

Section C.—1. On cars held for unloading, except as otherwise provided in Section B, Paragraph 1, of this Rule, time will be computed from the first 7:00 a. m., after placement on public delivery tracks, and after the day on which notice of arrival is sent or given to consignee or party entitled to receive same. If car is not placed within 24 hours after notice of arrival has been sent or given, time will be computed from the first 7:00 a. m. after the day on which notice of placement has been sent or given to the consignee or party entitled to receive same. (See Rule 4, Sections A and D.)

2. On cars subject to Rule 5, Section B, Paragraph 2, time will be computed from the first 7:00 a. m. after the day on which notice as required by Rule 5, Section B, Paragraph 1, is sent or given to the consignee or party entitled to receive same.

Section D.—On cars to be delivered on other than public delivery tracks, time will be computed from the first 7:00 a. m. after actual or constructive placement on such tracks. Time computed from actual placement on cars placed at exactly 7:00 a. m. will begin at the same 7:00 a. m.; actual placement to be determined by the precise time the engine cuts loose. (See Rule 4, Section C, and Rules 5 and 6.)

NOTE. 1.—“Actual Placement” is made when a car is placed in an accessible position for loading or unloading or at a point previously designated by the consignor or consignee. If such placing is prevented from any cause attributable to consignor or consignee and car is placed on the private or other-than-public-delivery track serving the consignor or consignee, it shall be considered constructively placed, without notice.

NOTE. 2.—Any railroad track or portion thereof assigned for individual use will be treated as “other-than-public-delivery track.”

Section E.—On cars to be delivered on interchange tracks of industrial plants performing the switching service for themselves or other parties, time will be computed from the first 7:00 a. m. after actual or constructive placement on such interchange tracks until return to the same or another interchange track. Time computed from the actual placement on cars placed at exactly 7:00 a.m. will begin at the same 7:00 a.m.; actual placement to be determined by the precise time the engine cuts loose. (See Rule 4, Section C, and Rules 5 and 6.) Cars returned loaded will not be recorded released until necessary billing instructions are furnished.

NOTE.—Where two or more parties take delivery from the same interchange track, or where the railroad company uses the interchange track for other cars, or where the interchange track is not adjacent to the plant and the industry uses the railroad's tracks to reach same, a notice of placement shall be sent or given to the consignee and time will be computed from the first 7:00 a. m. thereafter.

Rule 4—Notification

Section A.—Notice of arrival shall be sent or given consignee or party entitled to receive same by the railroad's agent in writing or, in lieu thereof, as otherwise agreed to in writing by the railroad and consignee, within twenty-four hours after arrival of car and billing at destination, such notice to contain car initials and number, point of shipment, contents and, if transferred in transit, the initial and number of original car. When address of consignee does not appear on billing, and is not known, the notice of arrival must be deposited in United States mail enclosed in a stamped envelope bearing return address, same to be preserved on file if returned. An impression copy shall be retained, and when notice is sent or given on a postal card the impression shall be of both sides. (See Rule 3, Sections B and C.) In case a car subject to Rule 3, Section C, is not placed on public delivery track within twenty-four hours after notice of arrival has been sent or given, notice of placement shall be sent or given to consignee.

NOTE.—When owner requests that original point of shipment be omitted on reconsigned cars, this information shall not be shown on notice of arrival at destination.

Section B.—When cars are ordered stopped in transit, notice shall be sent or given the party ordering the cars stopped upon arrival of cars at point of stoppage.

Section C.—Delivery of cars upon other than public delivery tracks or upon industrial interchange tracks, or written notice sent or given to consignee or party entitled to receive same, of readiness to so deliver, will constitute notification to consignee. (See Rule 8, Section D, Paragraph 1 (b).)

Section D.—In all cases where any part of the contents of a car has been removed by the consignee prior to the sending or giving of required notice, such removal shall be considered as notice of arrival.

Section E.—1. When carload freight is refused at destination, notice of such refusal shall, within 24 hours thereafter, be sent by wire to consignor, when known, at his expense, or when not known, to agent at point of shipment, who shall be required promptly to notify the shipper if known.

(a) When unclaimed perishable carload freight has not been disposed of within two days from the first 7:00 a. m. after the day on which notice of arrival has been sent or given to consignee, notice to that effect shall be sent by wire as provided in Paragraph 1 of this section.

(b) When other carload freight is unclaimed within five days from the first 7:00 a. m. after the day on which notice of arrival has been sent or given to the consignee, a notice to that effect shall be sent by wire as provided in Paragraph 1 of this section.

(See Rule 8, Section D, Paragraph 4.)

Rule 5—Placing Cars for Unloading

NOTE.—Under this rule the time of movement between hold point and destination, and any other time for which the railroad is responsible, will not be computed against the consignee.

Section A.—1. When delivery of a car consigned or ordered to an industrial interchange track or to other than a public delivery track cannot be made on account of the inability of the consignee to receive it, or because of any other condition attributable to the consignee, such car will be held at destination or, if it cannot reasonably be accommodated there, at the nearest available hold point, and written notice that the car is held and that the railroad is unable to deliver will be sent or given to the consignee. This will be considered constructive placement. (See Rule 3, Sections D and E.)

2. On a car to be delivered to a switching line for final delivery and which consignee located on switching line is unable to receive and which for that reason the switching line is unable to receive from the railroad, notice will be sent or given the switching line showing point of shipment, car initials and numbers, contents and consignee and if transferred in transit the initials and number of the original car.

3. When the railroad is the switching line and, under conditions set forth in Paragraph 1, is unable to receive cars from a connecting line at destination for delivery within switching limits, upon receipt of notice from connecting line it will notify the consignee and put such cars under constructive placement. (See Rule 4, Section C.)

Section B.—1. When delivery cannot be made on specifically designated public delivery tracks, on account of such tracks being fully occupied, or from other causes beyond the control of the railroad, notice shall be sent or given the consignee in writing or, in lieu thereof, as otherwise agreed to in writing, that delivery will be made at the nearest available point to the consignee, naming the point. Such delivery shall be made unless the consignee shall before delivery indicate a preferred available point, in which case the preferred delivery will be made.

2. In the event consignee or party entitled to receive shipment serves notice upon the railroad of refusal to accept delivery at the point named in notice sent or given in accordance with Paragraph 1, the car will be held awaiting opportunity to deliver on the specially designated track subject to Rule 3, Section C, Paragraph 2.

Rule 6—Cars for Loading

Section A.—Cars for loading will be considered placed when such cars are actually placed or held on orders of the consignor. In the latter case the agent must send or give the consignor written notice of all cars which he has been unable to place because of condition of the other-than-public-delivery track or because of the other conditions attributable to the consignor. This will be considered constructive placement. (See Rule 3, Sections D and E.)

Section B.—When empty cars placed on orders are not used in transportation service, demurrage will be charged from the first 7:00 a. m. after actual or constructive placement until released, with no free time allowance.

Section C.—1. Cars received from a switching line and held by the railroad for forwarding directions are subject to demurrage charges from the first 7:00 a. m. after they are received, until proper forwarding directions are furnished, with no free time allowance and without notice, except that cars received between 4:00 p. m. and 7:00 a. m. will not be subject to demurrage if forwarding directions are received prior to the following 12:00 noon.

2. Private cars which have been loaded on the tracks of their owners, received from such tracks and held by the railroad for forwarding directions, are subject to demurrage charges from the first 7:00 a. m. after they are received until proper forwarding directions are furnished, with no free time allowance and without notice.

Section D.—If an empty car is appropriated without being ordered, it shall be considered as having been ordered and actually placed at the time so appropriated. If not loaded outbound, such car is subject to Section B of this Rule.

Rule 7—Demurrage Charges

Section A.—On cars not subject to Rule 9 (Average Agreement): After the expiration of free time allowed, the following charges per car per day, or fraction of a day, will be made until car is released:

For each of the first four days, \$2.

For each succeeding day, \$5.

Section B.—The charges on cars subject to average agreement are set forth in Rule 9.

NOTE 1.—When through no fault of the consignor or consignee the lading of a car is transferred by a carrier into two or more cars, or when two small cars are furnished by a carrier in lieu of one large car ordered by the shipper, demurrage will be charged as for one car only, as long as any of such cars are detained beyond the free time.

NOTE 2.—When a car contains two or more minimum carload shipments consigned to more than one consignee at the same station, demurrage will be charged the same as if the shipments had been received in separate cars and each consignee will be allowed a total free time of 48 hours (2 days) for unloading, free of interference by the other consignee or consignees.

(See North Carolina Storage Rules and Charges for additional charges on cars loaded with inflammable freight and less dangerous or relatively safe explosives.)

Rule 8—Claims

No demurrage charges shall be collected under these rules for detention of cars through causes named below. Demurrage charges assessed or collected under such conditions shall be promptly canceled or refunded by the railroad.

CAUSES

Section A.—Weather Interference.

NOTE.—A consignor or consignee shall not be absolved from demurrage under Section A of this Rule if, considering the character of the freight, others similarly situated and under the same conditions reasonably could and did load or unload cars during the same period of time.

1. When the condition of the weather during any part of the prescribed free time (or the adjusted free time provided for in Section B of this Rule) is such as to make it impossible for men or teams to work at loading or unloading, or impossible to place freight in cars, or move it from cars, without serious injury to the freight, or when, because of high water or snowdrifts (see note) it is impossible, during the prescribed free time, to get to the cars for loading or unloading, the free time will be extended until a total of forty-eight hours (or twenty-four hours on cars subject to Rule 2, Section B, Paragraph 4) free from such interference shall have been allowed. No additional time will be allowed unless claim stating fully the conditions which prevented loading or unloading within the free time, is presented in writing to the railroad's agent within thirty days after the date on which demurrage bill is rendered.

NOTE.—The extension of free time on account of high water or snow drifts shall apply to other-than-public-delivery tracks only where there is a disability of the railroad.

2. When, at time of actual placement, lading is frozen so as to require heating, thawing or loosening to unload, the free time allowed shall be extended forty-eight (48) hours, making a total of ninety-six (96) hours free time, provided the consignee shall, within forty-eight (48) hours after actual placement, serve upon the railroad's agent a written statement that the lading was in such frozen condition at time of actual placement.

3. No allowance on account of weather interference shall be made on cars subject to Rule 6, Section B.

Section B.—Bunching.

1. Cars for loading. When, by reason of delay or irregularity in filling orders, cars are bunched and placed for loading in accumulated numbers in excess of daily placing as ordered, the shipper shall be allowed such free time for loading as he would have been entitled to had the cars been placed for loading as ordered.

2. Cars for unloading or reconsigning. When, as the result of the act or neglect of any carrier, cars originating at the same point, moving via the same route and consigned to one consignee at one point, are bunched, or when cars originating at different points and transported via the same route from an intermediate common point to destination are bunched after arriving at the common point (in which event the dates of arrival of the

cars at common point will govern in determining the bunching instead of the dates of shipment), and are tendered for delivery by this railroad in accumulated number in excess of daily shipments, the consignee shall be allowed such free time as he would have been entitled to had the cars not been bunched, but when any car is released before the expiration of such free time, the free time on the next car will be computed from the first 7:00 a. m. following such release; provided, however, no allowance will be made unless claim is presented in writing to the railroad's agent within thirty days after the date on which bill for demurrage is rendered, supported by the received bill as evidence of payment of the demurrage as originally charged and a statement showing date and point of shipment of each car involved in the bunching claim.

NOTE. Under this rule, cars moving from different points and/or via different routes to destination and arriving on different dates will be considered bunched if tendered for delivery on one day and such free time shall be allowed as the consignee would have been entitled to had the cars been placed or tendered for delivery in the order of their arrival.

Section C.—Demand of overcharge. When the railroad's agent demands the payment of transportation charges in excess of tariff authority.

Section D.—Delayed or improper notice by the railroad.

1. (a) When notice of arrival does not contain all the information specified in Rule 4, Section A, consignee shall not have the right to call in question the sufficiency of such notice, unless within the prescribed free time he shall serve upon the railroad's agent a written statement of the omitted information required, in which event the time between receipt of such statement and the furnishing of the omitted information will not be computed against the consignee.

(b) When the consignee makes request in writing for the name of the consignor, point of shipment and (or), if transferred in transit, the initials and number of the original car, to enable him to identify the shipment in a car placed or tendered for delivery on other than public delivery track, such information will be furnished, but consignee shall not be entitled to additional free time unless such request has been served on the railroad's agent within the prescribed free time, in which event the time between receipt of the request and compliance therewith will not be computed against the consignee. (See Rule 4, Section A, Note.)

2. When claim is made that a mailed notice has been delayed, postmark thereon shall be accepted as indicating the date of the notice.

3. When a notice is mailed by the railroad on Sunday, a legal holiday, or after 3:00 p. m. on other days (as evidenced by the postmark thereon), consignee shall be allowed five hours additional free time provided he shall send or give to the railroad's agent, within the first twenty-four hours of free time, written advice that the notice had not been received until after the free time had begun to run; in case of failure on the part of the consignee so to advise the railroad's agent, no additional free time shall be allowed.

4. In case of failure by the railroad to send notice in accordance with the provisions of Rule 4, Section E, the consignor shall not be held liable for demurrage charges between the date the notice should have been sent and the date it was actually sent.

Section E.—Error of any railroad which prevents proper tender or delivery.

1. Under this Rule demurrage will be charged on the basis of the amount that would have accrued but for such error. This also applies in the case of constructively placed cars being "run around" by actually placing recent arrivals ahead of previous arrivals, but allowance will only be made on cars subject to Rule 9, Average Agreement, that are held beyond the fourth debit day.

Rule 9—Average Agreement

When the following agreement has been entered into, the charge for detention of cars, on all cars subject to demurrage, held for loading or unloading, shall be computed on the basis of the average time of detention

to all such cars released during each calendar month; such average detention and charge to be computed as follows:

Section A.—One credit will be allowed for each car, released within the first twenty-four (24) hours of free time. After the expiration of forty-eight (48) hours (96 hours on cars subject to Rule 8, Section A, Paragraph 2) free time, one debit per car per day, or fraction of a day, will be charged for each of the first four days. In no case shall more than one credit be allowed on any one car, and in no case shall more than four credits be applied in cancellation of debits accruing on any one car. When a car has accrued four debts a charge of \$5 per car per day, or fraction of a day will be made for all subsequent detention and will apply on all subsequent Sundays and legal holidays, including a Sunday or holiday immediately following the day on which the fourth debit begins to run.

Section B.—Credits earned on cars held for loading shall not be used in offsetting debits accruing on cars held for unloading, nor shall credits earned on cars held for unloading be used in offsetting debits accruing on cars held for loading.

Section C.—Credits cannot be earned by private cars subject to Rule 1, Section B, Paragraph 4 (a), but debits charged on such private cars while under constructive placement may be offset by credits earned on other cars.

Section D.—At the end of the calendar month, the total number of credits will be deducted from the total number of debits and \$2 per debit will be charged for the remainder. If the credits equal or exceed the debits no charge will be made for the detention of the cars, and no payment will be made by the railroad on account of such excess of credits; nor shall the credits in excess of the debits of any one month be considered in computing the average detention for another month.

Section E.—A party who enters into this average agreement shall not be entitled to include therein cars subject to Rule 2, Section B, nor shall he be entitled to cancellation or refund of demurrage charges under Section A, Paragraph 1, nor under Section B of Rule 8, except where bunching has been caused by strike of carrier's employees, or where shipments of coal, withheld by the carrier to protect its fuel supply, are subsequently delivered to consignee in accumulated numbers.

Section F.—A party who enters into this average agreement may be required to give sufficient security to the railroad for the payment of balances against him at the end of such month.

Section G.—An average agreement must include all cars loaded or unloaded within the jurisdiction of the same station, except that when desired separate agreements may be entered into for each plant or yard within the jurisdiction of the same station, but in no case can the cars loaded or unloaded within the jurisdiction of two or more stations be combined in one average agreement, nor shall the cars loaded or unloaded by more than one consignor or consignee be combined in one average agreement, except that cars consigned, reconsigned, or ordered to a public elevator, warehouse or cotton compress serving various parties may be combined in one average agreement.

AGREEMENT

Railroad.

Being fully acquainted with the terms, conditions, and effect of the average basis for settling for detention to cars as set forth in....., being the car demurrage rules governing at all stations and sidings on the lines of said railroad, except as shown in said tariff, and being desirous of availing (myself or ourselves) of this alternate method of settlement (I or we) do expressly agree to and with the.....Railroad that with respect to all cars which may, during the continuance of this agreement, be handled for (my or our) account at.....(Station), (I or we) will fully observe and comply with all the terms and conditions of said rules as they are now published or may hereafter be lawfully modified by duly published tariffs, and will make prompt payment of all demurrage charges accruing there-

under in accordance with the average basis as therein established or as hereafter lawfully modified by duly published tariffs.

This agreement to be effective on and after the day of 19...., and to continue until termination by written notice from either party to the other, which notice shall become effective on the first day of the month succeeding that in which it is given.

Approved and accepted....., 19...., by and on behalf of the above-named railroad by.....

Effective January 1, 1923.

Circular No. 236. (Cancels Circular No. 227.)

STORAGE RULES AND CHARGES

APPLYING ON

INTRASTATE TRAFFIC AT ALL POINTS IN NORTH CAROLINA

Storage rules and charges applicable to freight held or stored in or on railroad premises of railroads in North Carolina.

INSTRUCTIONS

Rule 1—Freight Subject to Rules

Freight, including equipment moving on its own wheels, as freight at tariff rate, as described in Rule 5, Section D, received for delivery or held to complete a shipment or for forwarding directions, if stored or held in or on the premises or tracks of the railroad, is subject to these storage rules, except as provided in Section D of this rule.

Shipments of less-than-carload freight, loaded into or delivered direct from cars, are subject to storage rules, but when the loading or unloading is done by shipper or consignee, either as required by classifications or tariffs, or at request of shipper or consignee, the cars are subject to demurrage rules and storage rules do not apply.

NOTE. Freight which is not liable to damage from the elements and which is not ordinarily handled through freight houses may be stored free, unless otherwise provided, on the vacant land of the railroad, pending shipment, and entirely at owner's risk, provided owner has previously been assigned space as far as available and without distinction.

Section A. Freight upon which the free time allowed under demurrage rules has expired while in cars, and subsequently unloaded in or on railroad premises, is subject to these storage rules when unloaded, without free time allowance.

Section B. Carload shipments of explosives, or other dangerous articles, are subject to both demurrage and storage rules. (See Rule 6.)

Section C. Carload freight, other than explosives or other dangerous articles, held in cars for delivery and subsequently unloaded in or on railroad premises, is subject to demurrage rules while in cars and to these storage rules after it is unloaded.

If unloaded or reloaded by the carrier, the actual cost of the service will be in addition to the storage charge. (See Rule 5, Section C.)

Section D. Exception. The rules and charges herein will *not* apply on:

1. Freight stored in warehouses owned and operated by railroads as exclusively storage warehouses.
2. Export or import freight at the port of export or import.
3. Domestic freight received from or intended for delivery to ocean or lake vessels at the port of transhipment.
4. Freight subject to lighterage at seaboard points.
5. Carload lots of Coal, Coke or Ore.

Rule 2—Notification

Section A. Notice shall be sent or given consignee or party entitled to receive same by carrier's agent in writing, or as otherwise agreed to in writing by carrier and consignee, within twenty-four hours (one day) after arrival of shipment and billing at destination, such notice to specify point of shipment and commodity.

An impression copy of written notice shall be retained. When notice is sent or given on a postal card, the impression shall be of both sides.

When the address of the consignee does not appear on billing and is not known, notice of arrival must be deposited in the United States mail enclosed in a stamped envelope bearing return address, same to be preserved on file if returned.

REFUSED OR UNCLAIMED FREIGHT

Section B.

1. Where shipments have been plainly marked with the consignor's name and address, preceded by the word "from," notice shall be immediately sent or given consignor of refusal of less-than-carload shipments. Unclaimed less-than-carload shipments will be treated as refused after fifteen calendar days from expiration of free time.

2. Notice shall be sent or given the consignor of unclaimed or refused shipments of explosives or other dangerous articles on hand forty-eight hours, provided written request is received for this information by agent at point of origin at time of shipment. Such requests should be plainly written on a rectangular piece of paper of different color from any label required under the Interstate Commerce Commission's regulations and placed on the package in close proximity to such label (or to name of consignee).

3. Where consignor requests that notice of unclaimed or refused shipments be sent by telegraph, this may only be done at his expense.

Rule 3—Free Time Allowed

Section A. 1. Forty-eight hours' (two days) free time will be allowed on all commodities except the more dangerous explosives, as described in Rule 6, Section A, for the removal of inbound freight from car or railroad premises, or to complete a carload shipment and furnish forwarding directions therefor.

Exception. On less-than-carload shipments consigned to parties located at interior or at non-railroad points, the following allowance of free time will be made when hauled:

10 miles and not over 20 miles from the station, 5 days.

Over 20 miles and not over 30 miles from the station, 10 days.

Over 30 miles from the station, 15 days.

2. Outbound less-than-carload freight not accompanied by proper shipping directions which will permit forwarding on date received, will be subject to storage charges from the first 7 a.m. after receipt of the shipment with no free time allowance.

Section B. Twenty-four hours' (one day) free time will be allowed:

1. On less-than-carload freight held to complete a shipment.

2. On less-than-carload freight held for reshipment.

3. On the more dangerous explosives (as described in Rule 6, Section A), for removal of inbound freight from car or railroad premises or to complete a carload shipment outbound and furnish forwarding directions therefor.

NOTE.—Outbound less-than-carload shipments of the more dangerous explosives not accompanied by proper shipping directions which will permit forwarding on the date received, will not be accepted.

4. On carload shipments of explosives and other dangerous articles, as described in Rule 6, reconsigned or reshipped in the same car received; or when such shipments, destined for delivery to or forwarding by a connecting line, are held under tariff regulations for surrender or bill of lading or payment of lawful freight charges.

Rule 4—Computing Time

Section A. In computing time any fractional part of 100 pounds will be computed as 100 pounds and any fractional part of twenty-four hours will be computed as one day.

Section B. In computing time, Sundays and legal holidays (National, State and Municipal), but not half holidays, will be excluded. When a legal holiday falls on a Sunday, the following Monday will be excluded.

Section C. On inbound freight held for removal and on freight held for reconsignment or reshipment, time will be computed from the first 7:00 a.m. after the day on which notice of arrival is sent or given to consignee.

Section D. On outbound freight time will be computed from the first 7:00 a.m. after receipt in or on railroad premises.

Section E. On outbound carloads of explosives and other dangerous articles (as described in Rule 6), time will be computed from the first 7:00 a.m. after loading is begun.

Section F. When orders for freight held for disposition or reconsignment are made, such orders will release freight at 7:00 a.m. of the date orders are received at the station where the freight is held, provided the orders are mailed prior to the date received, but orders mailed and received on the same date release freight the following 7:00 a.m.

Rule 5—Charges for Storage on Freight Other Than Explosives and Other Dangerous Articles

Section A. Freight, except Automobiles or other self-propelling vehicles (but not excepting Motorcycles or bicycle motor wheels), held in or on railroad premises in excess of free time allowed, will be subject to the following storage charges per day, or at option of carrier may be sent to public warehouses:

For each of the first five days, 1½ cents per 100 lbs.;

For the sixth and each succeeding day, 3 cents per 100 lbs.;

Minimum storage charge per shipment on freight held beyond free time, five (5) days or part thereof, 25 cents; six (6) days or more, 50 cents.

Section B. After expiration of free time, Automobiles or other self-propelling vehicles (except motorcycles and bicycle motor wheels) will be subject to a storage charge of three and one-half (3½) cents per 100 lbs. per day, with a minimum charge of \$1.00 per machine per day for each of the first five (5) days, and \$2.00 per machine for each succeeding day, or at option of carrier may be sent to public warehouses.

Section C. (a) When carload freight is unloaded by the carrier for the purpose of releasing needed equipment, the storage charge will be the same as would have accrued under car Demurrage and Track Storage Rules had the freight remained in the car. (See Rule 1, Section C.)

(b) When carload freight is unloaded in or on railroad premises by or upon request of consignee or consignor, the storage charges shall not exceed the amount that would have accrued under Demurrage and Track Storage Rules had the freight remained in the car.

Section D. After the expiration of 48 hours' free time, derrick cars, pile-driver cars, camp cars, road construction and asphalt outfits, and other equipment not adapted to or customarily used for revenue freight loading and which ordinarily are not and cannot be unloaded, moving on own wheels at freight tariff rates, will be subject to a storage charge of one dollar (\$1.00) per car, or other unit of equipment, per day, while held on tracks of the railroad.

Rule 6—Charges for Storage on Explosives and Other Dangerous Articles

Extracts from Regulations Prescribed by the Interstate Commerce Commission

1. Paragraph 1433 . . . "consignee must remove such shipments from the carrier's property within 48 hours after notice of arrival at destination, Sundays and holidays not included."

2. Paragraph 1643 (a) . . . "If a shipment of Explosives is not removed within 48 hours after notice of arrival at destination, it must be disposed of by return to the shipper, or by storage at the expense of the owner, or by sale, or when necessary to safety by destruction under supervision of a competent person."

3. Paragraph 1714 "(a) . . . consignee must remove such shipments from the carrier's property within 48 hours after notice of arrival at destination, Sundays and holidays not included."

"(b) When removal of carload or less-carload shipments of dangerous articles other than explosives requiring 'INFLAMMABLE' or 'ACID' placards, or red, yellow, green or white I. C. C. labels from carrier's premises has not been made within 48 hours after notice of arrival has been sent or given consignee (Sundays and holidays not included), shipments must be disposed of as follows:

1. Carload shipments (a) by storage on carrier's property or (b) by storage on other than carrier's property if safe storage on carrier's premises is not available; or (c) by sale at expiration of thirty calendar days after notice of arrival has been sent or given consignee, provided consignor has been notified of non-delivery at expiration of 48-hour period and orders for disposition have not been received.

2. Less-carload shipments (a) by return to shipper if notice of non-delivery was requested and given consignor as prescribed by carrier's tariff, and orders for return to shipper have been received, or (b) by storage on carrier's property, or (c) by storage on other than carrier's property, if safe storage on carrier's property is not available, or (d) by sale at expiration of 30 calendar days after notice of arrival has been sent or given to consignee, provided consignor has been notified of non-delivery at expiration of 48-hour period and orders for disposition have not been received."

Storage will be charged at the following rates per day of twenty-four hours or fraction thereof, on Explosives or other dangerous articles, held in or on railroad premises, in excess of free time allowed:

Section A. On shipments of the more dangerous explosives, i.e., Low Explosives, Black Powder, High Explosives, Wet Fulminate of Mercury, Blasting Caps, Electric Blasting Caps, Ammunition for Cannon with Explosive Projectiles, Explosive Projectiles, Explosive Torpedoes, Explosive Mines, Explosive Bombs and Detonating Fuses; on less than carload shipments of such articles twenty-eight and one-half (28½) cents per 100 lbs. per day, with a minimum charge of fifty (50) cents per shipment.

On shipments of such articles (described in Section A of this rule) held in cars for or by consignors or consignees, for loading, unloading, forwarding directions, or for any other purpose charge will be five dollars (\$5.00) per car per day, in addition to the regular demurrage and track storage charges.

Section B. On shipments of the less dangerous and relatively safe Explosives, i.e., Ammunition for Cannon with Empty Projectiles, Ammunition for Cannon with Sand Loaded Projectiles, Ammunition for Cannon with Solid Projectiles, Ammunition for Cannon without projectiles, Smokeless Powder for Cannon, Smokeless Powder for Small Arms, Common Fireworks, Special Fireworks, Small Arms Ammunition, Cannon Primers, Small Arms Primers, Empty Cartridge Bags—Black Powder Igniters, Empty Cartridge Shells, Primed, Combination Primers, Percussion Caps, Time, Tracer or Percussion Fuze, Combination Fuze, Safety Fuse, Instantaneous Fuse, Cordeau Detonant and Safety Squibs, or less-than-carload shipments of Dangerous Articles other than Explosives requiring Red, Yellow, Green or White I. C. C. labels, or less than carload shipments of such articles, twelve (12) cents per 100 pounds per day, with a minimum charge of twenty-five (25) cents per shipment.

On shipments of less dangerous and relatively safe explosives, which, under the I. C. C. Regulations require "INFLAMMABLE" placards, or which do not require placards, and on shipments of Dangerous Articles other than Explosives which, under I. C. C. Regulations, require "INFLAMMABLE" or

"ACID" placards, held in cars for or by consignors or consignees for loading, unloading, forwarding directions, or for any other purpose, charge will be two dollars (\$2.00) per car per day in addition to the regular demurrage and track storage charges.

NOTE.—The term "Railroad Premises," as used in this rule when applicable to carload shipments, shall embrace all tracks which the railroad provides for its own uses and purposes; and also private tracks constructed, maintained or operated under a written agreement by which the railroad reserves the right to use the whole or any part of them for itself or others than the party with whom the agreement is executed.

Section C. When shipments of the "more dangerous explosives" (see Section A) are not removed from the railway premises by the consignee within the legal limit (forty-eight hours (two days) after the first 7:00 a.m. following notice of arrival), the most practicable of the steps authorized by paragraph 1643 (a), as quoted above, must be taken to secure this removal.

When available, Powder Magazines not on railway property should be utilized for storage.

Rule 7—Claims

No storage charges shall be collected under these rules for delays from causes named below. Storage charges assessed or collected under such conditions shall be promptly canceled or refunded by the carrier.

CAUSES

Section A. Weather Interference.

NOTE.—A consignor or consignee shall not be absolved from storage under Section A of this rule if, considering the character of the freight, others similarly situated and under the same conditions, reasonably could and did deliver or remove freight during the same period of time.

1. When the condition of the weather, during the prescribed free time, is such as to make it impossible to complete delivery of outbound shipments or remove inbound freight from railroad premises without serious injury to the freight, the free time shall be extended until a total of forty-eight hours (24 hours on freight subject to Rule 3, Section B, paragraphs 1 and 3) free from such weather interference shall have been allowed.

2. When, because of high water or snow drifts it is impossible to remove freight from railroad premises during the prescribed free time. (See note above.)

Section B. Demand of Overcharge.

When the carrier's agent demands the payment of transportation charges in excess of tariff authority.

Section C. Delayed or Improper Notice.

1. When notice of arrival does not contain all the information specified in Rule 2, Section A, the consignee shall not have the right to call in question the sufficiency of such notice unless within the prescribed free time he shall serve upon the railroad's agent a written request for the omitted information required, in which event the time between receipt of such request and the furnishing of the omitted information will not be computed against the consignee.

2. When claim is made that a mailed notice has been delayed, the postmark thereon shall be accepted as indicating the date of the notice.

3. When a notice is mailed by carrier on Sunday, a legal holiday, or after 3:00 p.m. on other days (as evidenced by the postmark thereon), the consignee shall be allowed five hours, additional free time, provided he shall mail or send to the carrier's agent, within the first twenty-four hours of free time, written advice that the notice had not been received until after the free time had begun to run. In case of failure on part of consignee so to notify carrier's agent, no additional free time shall be allowed.

4. In case of failure by carrier to send or give notice in accordance with the provisions of Rule 2, Section B, no storage charges will be assessed against the consignor between the date on which the notice should have been sent or given and the date on which it was actually sent or given.

5. When an order giving disposition of a shipment is sent to the railroad by United States mail and the order is not received by the addressee, such order shall be considered received as of the date it should have been delivered, provided proof is furnished by the claimant that the order was deposited in the mail properly stamped and addressed on the date claimed. In such event, storage charges shall not be assessed against the shipment during the time the railroad was unable to make delivery by reason of non-receipt of the order.

Section D. Error of any railroad which prevents proper tender or delivery. Under this rule storage will be charged on the basis of the amount that would have accrued but for such error.

Section E. Delay by United States Customs.

Such additional free time shall be allowed as has been lost through such delay.

Effective January 1, 1923.

Circular No. 237 (Cancels Circular No. 227).

RATES, RULES AND REGULATIONS GOVERNING SWITCHING AT POINTS IN NORTH CAROLINA

Rule 1

Carriers must furnish cars for loading, and must also accept from each other cars loaded at warehouses or sidetracks of one carrier for delivery at sidetracks or warehouses of the other carriers within switching limits.

Rule 2—Switching Service

Switching service, as referred to herein, is defined as a service performed to or from private or assigned sidings within switching limits, preceding or following a transportation movement.

Rule 3—Free Switching

Cars handled in switching service loaded will be entitled to one free switch movement empty, including delivery to any connecting line within switching limits, except as otherwise provided herein.

Rule 4—Minimum Weight for Switching Service

(a) Cars will be placed on private or assigned sidings at all stations within switching limits of carriers for the receipt or delivery of freight when in lots aggregating not less than the following quantities, viz.:

Articles rated in Southern Classification No. 46 (Agent E. H. Dulaney's No. 17, supplements thereto or reissues thereof) at Fifth Class or higher, and

Leaf Tobacco 5,000 pounds

Articles rated in Associated Railways and North Carolina Exception Sheets (Notes 4 and 91, I. C. C. No. 4, Exception No. 1 to Southern Classification No. 46) (Agent E. H. Dulaney's No. 17, supplements thereto or reissues thereof) in Classes "K" to "P," except brick or ice, L. C. L., carload minimum as per classification,

Brick or Ice, L. C. L.	.....	10,000 pounds
All other freight.....		10,000 pounds

Or

(b) Freight without minimum when consisting of articles requiring special facilities for loading or unloading, when such facilities are not furnished; or

Cotton without minimum when delivered to or received from compressors.

Rule 5—Excess Over Full Carload

When a lot of freight is offered for shipment in one day on which carload rates are provided, in quantities exceeding the amount that can be loaded in one car, the surplus, loaded in a separate car, will be switched at the rates, rules and regulations shown herein.

Rule 6—Subsequent Switch Movement

After delivery of carload freight has been accomplished either by placing on private or assigned sidings for delivery to consignee, or by storage, any subsequent movement will be subject to charges provided in Rule 9.

Rule 7—Interchange Switching Rates

Carriers will switch carload traffic (as defined in Rule 4) between private or assigned sidings and the usual interchange tracks with connecting lines at such points, at the maximum rate of \$2.25 per car.

Rule 8—Local Switching Movement

A movement which begins and ends within switching limits and which is not incident to the forwarding or delivery of a shipment to or from a point without said limits and is not covered by these regulations, is a local switching movement and will be treated as such. (See Rule 9.)

Rule 9—Local Switching Rates

That is, switching of traffic which is loaded at one point in a town and is discharged at another point in the same town within switching limits, when the haul involved does not exceed a distance of three miles, and when the service performed applies only on traffic originating and moving wholly within the State of North Carolina. (After cars are placed the owner must load or unload, as the case may be, within 24 hours, otherwise the usual demurrage charges will apply.)

(a) When such traffic originates at and is discharged at points on the rails of one and the same carrier, the switching charges will be as shown in Paragraph (e).

(b) When such traffic originates at a point on the rails of one carrier and is discharged at a point on the rails of another carrier the switching charges will be as shown in Paragraph (f).

(c) When such traffic originates at and is discharged at the same plant or industry on the rails of one and the same company, the switching charges will be as shown in Paragraph (d).

Definition of Intra-Plant, Intra-Terminal and Inter-Terminal Switching

Intra-Plant Switching: A switching movement from one track to another within the same plant or industry.

Intra-Terminal Switching: A switching movement (other than Intra-Plant Switching) from one track to another of the same road within the switching limits of one station or industrial district.

Inter-Terminal Switching: A switching movement from a track of one road to a track of another road when both tracks are within the switching limits of the same station or industrial switching district.

Switching Charges (Regardless of Weight or Contents)

(d) Intra-Plant Switching	\$3.60 per car
(e) Intra-Terminal Switching	5.85 per car
(f) Inter-Terminal Switching	5.85 per car

Effective July 1, 1922.

Circular No. 261 (Cancels Circular No. 225).

EXPRESS COMPANIES REQUIRED TO GIVE NOTICE OF NON-DELIVERY OF FRESH FISH SHIPMENTS

All express companies operating in this State and which hold themselves out as carriers of fresh fish, shall give notice to the consignor of the failure or refusal of the consignee to receive such shipments when the same have remained on hand four hours during daylight after arriving at point of destination, said notice to be given by filing a telegram to that effect with a telegraph company doing a commercial business between points of origin and destination; provided, that it shall not be necessary to give such notice unless the carrier is directed by the shipper so to do in writing or printing attached to the package.

This shall not apply where there is no commercial telegraph office open for business at either initial or destination point at the expiration of the time fixed herein.

Should the carrier sell such shipments on the order of the shipper in any manner not pointed out by law, it shall be entitled to a commission for such services of ten per cent of the amount realized.

The carrier shall not await answer to its said telegram to the shipper longer than two hours, after which time it shall act in reference to said shipments in accordance with its duty under the law.

Should the said shipment perish or become damaged because of the carrier's observance of the requirements of this order, it shall not be liable in damages therefor, if not otherwise at fault.

The carrier shall re-ice such shipments only when directed to do so by the shipper, and when it is practicable so to do; and when shipments are re-iced, same shall be done at actual cost and at the expense of the shipper.

The shipper shall pay the going and return charges on shipments which are returned under this order, together with the telegraph tolls.

By order of the Commission:

R. O. SELF,

Clerk.

April 5, 1923.

Circular No. 248.

GROUP DESIGNATION OF COMMON CARRIERS

For convenience of the Commission in referring to the common carriers of the State, they are hereby grouped as follows:

GROUP "A"

Atlantic Coast Line Railroad Company.
 Carolina, Clinchfield & Ohio Railway Company.
 Carolina & Northwestern Railway Company.
 Norfolk & Western Railway Company (except Abingdon Branch).
 Seaboard Air Line Railway Company.
 Southern Railway Company.
 Winston-Salem Southbound Railway Company.

GROUP "B"

Asheville & Craggy Mountain Railway.
 Asheville Southern Railway Company.
 Atlantic & Yadkin Railway Company.
 Carolina & Tennessee Southern Railway Company.
 High Point, Randleman, Asheboro & Southern Railroad Company.
 Yadkin Railroad Company.

GROUP "C"

Norfolk Southern Railroad Company.

GROUP "D"

Aberdeen & Rockfish Railroad Company.
 Appalachian Railway Company.
 Atlantic & Carolina Railroad Company.

Atlantic & Western Railroad Company.
 Black Mountain Railway Company.
 Bonlee & Western Railway Company.
 Carolina Railroad Company.
 Carolina & Northeastern Railroad Company.
 Cliffside Railroad Company.
 Danville & Western Railway Company.
 Dover & Southbound Railroad Company.
 Durham & Southern Railway Company.
 East Carolina Railway.
 Elkin & Alleghany Railroad Company.
 East Tennessee & Western North Carolina Railroad Company.
 High Point, Thomasville & Denton Railroad Company.
 Kinston-Carolina Railroad Company.
 Laurinburg & Southern Railroad Company.
 Lawndale Railway & Industrial Company.
 Linville River Railroad Company.
 Louisville & Nashville Railroad Company.
 Maxton, Alma & Southbound Railroad Company.
 New Holland, Higginsport & Mt. Vernon Railroad Company.
 Norfolk & Western Railway Company (Abingdon Branch).
 Ocona Lufthy Railroad.
 Piedmont & Northern Railway Company.
 Raleigh & Charleston Railroad Company.
 Randolph & Cumberland Railway Company (J. S. Crews, Receiver).
 Roanoke Railway Company.
 Rockingham Railroad Company.
 Smoky Mountain Railway Company.
 Tallulah Falls Railway Company (J. F. Gray, Receiver).
 Tennessee & North Carolina Railway Company.
 The Townsville Railroad Company.
 Virginia & Carolina Southern Railroad Company.
 Warrenton Railroad Company.
 Washington & Vandemere Railroad Company.
 Wellington & Powellsville Railroad Company (J. A. Pretlow, Receiver).
 Wilmington, Brunswick & Southern Railroad Company.
 Effective March 10, 1924.
 Circular No. 252.

SOUTHERN RAILWAY SUBSIDIARIES

On joint traffic between stations on the Southern Railway and stations on the lines in Group B (See Circular No. 252) apply Southern Railway single line rates.

On joint traffic between stations on the lines of Group B carriers and stations on the lines of Groups A, C, and D carriers (See Circular No. 252) when Southern Railway is a party to the movement, the mileage of Group B carriers must be treated as a part of the Southern Railway mileage.

By order of the Commission:
 March 1, 1924.
 Circular No. 253.

R. O. SELF,
Clerk.

CORPORATION COMMISSION v. COMMON CARRIERS BY RAIL IN NORTH CAROLINA

In order to clarify an apparent misconception on the part of the common carriers of the State as to the proper method for arriving at correct rates now applicable on certain commodities named in Agent Kelly's Freight Tariff No. 228 I. C. C. U. S.-1 when handled on combination rates over two or more lines within the State, it is

ORDERED, That the rules and arbitraries set out in Agent Kelly's Freight Tariff No. 228 I. C. C. U. S.-1 for arriving at combination rates on the commodities named in said Tariff shall, until further ordered, apply to intra-state Traffic in North Carolina. It is further

ORDERED, That the principles for arriving at combination rates as set out in the said tariff are to be applied in connection with legally established rates of the carriers in this State. When used in connection with the statutory deductions, the provisions of the Kelly tariff to be invoked before making statutory deductions. (See Note). It is further

ORDERED, That these rules shall apply to rates made on combination between all common carriers by rail within the State.

NOTE.—First deduct the arbitraries shown in Kelly's Tariff, then apply the statutory deductions, after which add back arbitraries as per Kelly's Tariff, but in no case shall combination rates so made be less than can be made by use of Joint line scale for short line distance between same points.

By order of the Commission:

September 25, 1925.

Circular No. 276 (Cancels Circular No. 250).

R. O. SELF,
Clerk.

MAXIMUM CLASS RATES, SINGLE LINE

APPLICABLE TO

COMMON CARRIERS IN GROUPS A AND B ON INTRASTATE TRAFFIC BETWEEN POINTS IN NORTH CAROLINA

(SEE CIRCULARS NO. 252 AND 253)

Governed by Southern Classification No. 46 in connection with North Carolina Exception Sheet No. 6, supplements thereto and reissues thereof.

RATES SHOWN IN CENTS

Distance	Per 100 Pounds										Per Ton	Per Carload			
	1	2	3	4	5	6	A	B	C*	D*	K	L	N	O	P
5 miles and under.....	17	14	11½	10½	8½	7	6	7	7	6	4½	68	1300	1050	720
10 miles and over 5....	21½	18½	16	13	11½	8½	7	8½	8½	7	6	90	1400	1150	900
15 miles and over 10....	25	21½	18½	16	13	10½	8½	10½	10½	8½	6½	101	1600	1300	1100
20 miles and over 15....	29½	25	22½	18½	14	11½	10½	11½	11½	10½	7	101	1700	1400	1150
25 miles and over 20....	34	28½	25	20	16	13	11½	13	13	11½	8	113	2000	1600	1350
30 miles and over 25....	38½	33	28½	22½	17	14	11½	14	14	11½	8½	124	2250	1600	1500
35 miles and over 30....	41	35½	29½	24½	18½	14	13	16	14	13	8½	124	2450	1700	1600
40 miles and over 35....	44	36½	31	25	20	16	13	16	14	13	9	135	2500	1700	1700
45 miles and over 40....	47	38½	33	27	20	16	14	17	16	13	9	146	2700	1850	1700
50 miles and over 45....	49½	39½	34	28½	21½	17	14	17	16	13	9	146	2850	1850	1700
55 miles and over 50....	51	41	35½	28½	22½	17	16	18½	16	14	10½	146	2950	2000	1850
60 miles and over 55....	52	42½	36½	29½	22½	18½	16	18½	16	14	10½	146	3100	2000	1850
65 miles and over 60....	53½	44	38½	29½	24½	18½	17	20	17	14	10½	158	3300	2150	1850
70 miles and over 65....	55½	45	39½	29½	24½	20	17	20	17	14	11	158	3400	2150	2000
75 miles and over 70....	56½	47	41	31	25	20	17	21½	17	14	11	158	3550	2250	2000
80 miles and over 75....	58	47½	42½	31	25	21½	18½	21½	18½	16	11	158	3650	2250	2000
85 miles and over 80....	59	49½	42½	31	27	21½	18½	22½	18½	16	11½	160	3850	2450	2150
90 miles and over 85....	61	51	44	31	27	21½	18½	22½	18½	16	11½	169	3950	2450	2150
95 miles and over 90....	62	52	44	33	27	22½	20	22½	18½	16	11½	180	4100	2500	2150
100 miles and over 95....	63½	53½	45	34	28½	22½	20	24½	20	17	11½	180	4100	2500	2250
110 miles and over 100....	66½	56½	47	35½	28½	22½	20	24½	20	17	11½	180	4250	2700	2250
120 miles and over 110....	69½	59	47½	35½	29½	24½	21½	25	21½	18½	11½	180	4400	2850	2450
130 miles and over 120....	72	62	49½	36½	29½	24½	21½	25	21½	18½	13	191	4500	2850	2450
140 miles and over 130....	74½	63½	51	36½	31	25	22½	27	22½	20	13	191	4700	2950	2500
150 miles and over 140....	78	66½	52	38½	31	25	22½	27	24½	20	13	203	4750	2950	2700
160 miles and over 150....	80½	67½	55½	41	34	27	22½	28½	24½	20	13½	203	4750	3100	2700
170 miles and over 160....	83½	69½	56½	42½	36½	28½	24½	28½	25	21½	13½	214	4950	3100	2850
180 miles and over 170....	84½	70	58	44	36½	28½	24½	29½	25	21½	14	214	4950	3300	2850
190 miles and over 180....	86	72	59	45	39½	29½	24½	29½	25	21½	14	214	5100	3300	2950
200 miles and over 190....	87½	73½	61	47	41	31	24½	29½	27	22½	15	214	5200	3400	2950
210 miles and over 200....	89	74½	62	47½	41	31	24½	31	27	22½	15	225	5350	3400	3100
220 miles and over 210....	90	76	63½	49½	42½	33	25	33	28½	24½	16	225	5550	3550	3100
230 miles and over 220....	90	76	63½	49½	42½	33	25	33	28½	24½	16	236	5650	3550	3300
240 miles and over 230....	92	78	63½	49½	42½	33	27	34	29	25½	16	236	5650	3650	3300
250 miles and over 240....	92	78	63½	51	42½	33	27	34	29	25½	16	236	5800	3650	3300
260 miles and over 250....	92	78	63½	51	42½	33	28½	35½	31	27	17	236	5800	3850	3400
270 miles and over 260....	92½	79	65	51	44	33	28½	35½	31	27	17	248	5900	3850	3400
280 miles and over 270....	92½	79	65	51	44	33	28½	36½	33	28½	17½	248	5900	3950	3400
300 miles and over 280....	94½	80½	66½	52	44	34	29½	36½	33	28½	18½	259	6100	4100	3550
320 miles and over 300....	96	81½	67½	53½	44	34	29½	36½	34	29½	20	270	6200	4250	3650
340 miles and over 320....	97	83½	69½	55½	44	34	29½	36½	34	29½	20	293	6350	4400	3850
360 miles and over 340....	98½	83½	69½	55½	45	34	29½	38½	35½	31	21½	304	6500	4500	3950
380 miles and over 360....	100½	84½	70	56½	47	35½	31	38½	35½	31	21½	315	6650	4700	4100
400 miles and over 380....	101½	86	70	56½	47	35½	31	38½	35½	31	22½	326	6750	4750	4250
420 miles and over 400....	103	87½	72	58	47½	36½	31	38½	35½	31	22½	349	7000	4950	4400
440 miles and over 420....	104	87½	72	58	47½	36½	31	38½	36½	33	24½	360	7000	5100	4500
460 miles and over 440....	106	89	73½	58	47½	36½	33	39½	36½	33	24½	371	7200	5200	4700
480 miles and over 460....	107	89	73½	59	49½	38½	33	39½	36½	33	25	383	7350	5350	4750
500 miles and over 480....	108½	90	74½	59	49½	38½	34	41	38½	34	25	383	7350	5550	4950

*Classes C and D, carload shipments, 20 per cent less than rates shown, including hay in straight or mixed carloads with grain or grain products other than flour.

Effective March 10, 1924.

Circular No. 254.

MAXIMUM CLASS RATES, JOINT LINE

APPLICABLE TO

COMMON CARRIERS IN GROUPS A AND B ON INTRASTATE TRAFFIC
BETWEEN POINTS IN NORTH CAROLINA

(SEE CIRCULARS NO. 252 AND 253)

Governed by Southern Classification No. 46 in connection with North Carolina Exception Sheet No. 6, supplements thereto and reissues thereof.

RATES SHOWN IN CENTS

Distance	Per 100 Pounds											Per Ton	Per Carload		
	1	2	3	4	5	6	A	B	C*	D*	K		N	O	P
5 miles and under	24½	20	16	14	11½	10½	8½	10½	10½	8½	6	101	1600	1300	1100
10 miles and over 5	28½	24½	20	17	14	11½	10½	11½	11½	10½	7	113	1700	1400	1300
15 miles and over 10	33	27	22½	20	16	13	11½	13	13	11½	8	124	2000	1600	1400
20 miles and over 15	36½	31	27	22½	17	14	13	14	14	13	8½	135	2250	1700	1600
25 miles and over 20	41	34	29½	24½	18½	16	14	16	16	14	9	141	2500	1850	1700
30 miles and over 25	45	38½	33	27	20	17	14	17	17	14	10½	146	2700	1850	1850
35 miles and over 30	47½	41	34	28½	21½	17	16	18½	17	16	10½	158	2850	2000	2000
40 miles and over 35	51	42½	35½	29½	22½	18½	16	18½	17	16	11	158	2950	2000	2050
45 miles and over 40	53½	44	36½	31	22½	18½	17	20	18½	16	11	169	3100	2150	2050
50 miles and over 45	56½	45	38½	33	24½	20	17	20	18½	16	11	169	3300	2150	2050
55 miles and over 50	58	47	39½	33	25	20	18½	21½	18½	17	11½	180	3400	2250	2200
60 miles and over 55	59	47½	41	34	25	21½	18½	21½	18½	17	11½	180	3550	2250	2200
65 miles and over 60	61	49½	42½	34	27	21½	20	72½	20	17	11½	180	3650	2450	2200
70 miles and over 65	62	51	44	34	27	22½	20	22½	20	17	11½	180	3850	2450	2300
75 miles and over 70	63½	52	45	35½	28½	22½	20	24½	20	17	11½	191	3950	2500	2300
80 miles and over 75	65	53½	47	35½	28½	24½	21½	24½	21½	18½	11½	191	4100	2500	2300
85 miles and over 80	66½	55½	47	35½	29½	24½	21½	25	21½	18½	13	203	4250	2700	2500
90 miles and over 85	67½	56½	47½	35½	29½	24½	21½	25	21½	18½	13	203	4400	2700	2500
95 miles and over 90	69½	58	47½	36½	29½	25	22½	25	21½	18½	13	203	4400	2850	2500
100 miles and over 95	70	59	49½	38½	31	25	22½	27	22½	20	13	203	4500	2850	2600
110 miles and over 100	73½	62	51	39½	31	25	22½	27	22½	20	13½	214	4700	2950	2600
120 miles and over 110	76	65	52	39½	33	27	24½	28½	24½	21½	13½	214	4750	3100	2750
130 miles and over 120	79	67½	53½	41	33	27	24½	28½	24½	21½	14	214	4950	3100	2750
140 miles and over 130	81½	69½	55½	41	34	28½	25	29½	25	22½	14	214	5100	3300	2900
150 miles and over 140	84½	72	56½	42½	34	28½	25	29½	27	22½	14	225	5100	3300	3050
160 miles and over 150	87½	73½	59	45	36½	29½	25	31	27	22½	15	225	5200	3400	3050
170 miles and over 160	90	74½	61	47	39½	31	27	31	28½	24½	15	236	5200	3400	3150
180 miles and over 170	92	76	62	47½	39½	31	27	33	28½	24½	16	236	5200	3550	3150
190 miles and over 180	92½	78	63½	49½	42½	33	27	33	28½	24½	16	248	5350	3550	3350
200 miles and over 190	94½	79	65	51	44	34	27	33	29½	25	16	248	5550	3650	3350
210 miles and over 200	96	80½	66½	52	44	34	27	34	29½	25	16	259	5650	3650	3400
220 miles and over 210	97	81½	67½	53½	45	35½	28½	35½	31	27	17	259	5800	3850	3400
230 miles and over 220	97	81½	67½	53½	45	35½	28½	35½	31	27	17	259	5900	5850	3600
240 miles and over 230	98½	83½	67½	53½	45	35½	29½	36½	33	28½	17½	259	5900	3950	3600
250 miles and over 240	98½	83½	67½	55½	45	35½	29½	36½	33	28½	17½	270	6100	3950	3600
260 miles and over 250	98½	83½	67½	55½	45	35½	31	38½	34	29½	18½	270	6100	4100	3750
270 miles and over 260	100½	84½	69½	55½	47	35½	31	38½	34	29½	18½	270	6200	4100	3750
280 miles and over 270	100½	84½	69½	55½	47	35½	31	39½	35	31	19½	270	6200	4250	3750
300 miles and over 280	101½	86	70	56½	47	36½	33	39½	35	31	20	293	6350	4400	3850
320 miles and over 300	103	87½	72	58	47	36½	33	39½	36	33	21½	304	6500	4500	4000
340 miles and over 320	104	89	73½	59	47	36½	33	39½	36	33	21½	315	6650	4700	4200
360 miles and over 340	106	89	73½	59	47½	36½	33	41	37½	34	22½	326	6750	4750	4300
380 miles and over 360	107	90	74½	61	49½	38½	34	41	37½	34	22½	349	6950	4950	4450
400 miles and over 380	108½	92	74½	61	49½	38½	34	41	37½	34	24½	360	7000	5100	4550
420 miles and over 400	110	92½	76	62	51	39½	34	41	37½	34	24½	371	7250	5200	4750
440 miles and over 420	111½	92½	76	62	51	39½	34	41	38½	35	25	383	7350	5350	4850
460 miles and over 440	112½	94½	78	62	51	39½	35½	42½	38½	35	25	405	7350	5550	5000
480 miles and over 460	114½	94½	78	63½	63½	41	35½	42½	38½	35	27	416	7600	5650	5150
500 miles and over 480	115	96	79	63½	63½	41	36½	44	39½	36	27	416	7600	5800	5300

* Classes C and D, carload shipments, 20 per cent less than rates shown, including hay in straight or mixed carloads with grain or grain products other than flour.

Effective March 10, 1924.

Circular No. 255.

FREIGHT RATES

207

RATES ON BRICK, COMMON, PRESSED OR PAVING, CL 50,000 POUNDS MINIMUM
IN CENTS PER 100 POUNDS

Distance	Carload Rate	Distance	Carload Rate
7 miles and under.....	3½	97 miles and over 92.....	6½
12 miles and over 7.....	4½	100 miles and over 97.....	6½
17 miles and over 12.....	4½	120 miles and over 100.....	7
22 miles and over 17.....	4½	130 miles and over 120.....	7
27 miles and over 22.....	4½	140 miles and over 130.....	7
32 miles and over 27.....	5	160 miles and over 140.....	7
37 miles and over 32.....	5	180 miles and over 160.....	7½
42 miles and over 37.....	5	200 miles and over 180.....	8
47 miles and over 42.....	5	220 miles and over 200.....	8½
52 miles and over 47.....	5½	240 miles and over 220.....	9
57 miles and over 52.....	5½	260 miles and over 240.....	9½
62 miles and over 57.....	5½	280 miles and over 260.....	9½
67 miles and over 62.....	5½	300 miles and over 280.....	10
72 miles and over 67.....	6	320 miles and over 300.....	10½
77 miles and over 72.....	6	340 miles and over 320.....	11
82 miles and over 77.....	6	360 miles and over 340.....	11½
87 miles and over 82.....	6	380 miles and over 360.....	11½
92 miles and over 87.....	6½	400 miles and over 380.....	12

Applicable for single line haul to all Common Carriers by rail of the State, except where other specific rates are approved by the commission.

By order of the Commission:
July 1, 1922.

R. O. SELF,
Clerk.

Circular No. 233 (Cancels Circular No. 222).
Cancelled by Circular No. 270.

FREIGHT RATES ON ARTICLES INCLUDED IN UNIFORM BRICK LIST AS SHOWN IN LIST ON PAGE 2

IN CENTS PER 100 POUNDS

Miles	Single Line	Joint Line
10 miles and less.....	4	5
20 miles and over 10.....	4½	5½
30 miles and over 20.....	5	6
40 miles and over 30.....	5½	6½
50 miles and over 40.....	6	7
60 miles and over 50.....	6½	7½
70 miles and over 60.....	7	8
80 miles and over 70.....	7½	8
	Single or Joint Line	
90 miles and over 80.....	8	
100 miles and over 90.....	8	
120 miles and over 100.....	8½	
140 miles and over 120.....	9	
150 miles and over 140.....	9½	
160 miles and over 150.....	9½	
180 miles and over 160.....	10	
200 miles and over 180.....	10½	
220 miles and over 200.....	11	
240 miles and over 220.....	11½	

<i>Miles</i>	<i>Single or Joint Line</i>
260 miles and over 240.....	12
280 miles and over 260.....	12½
300 miles and over 280.....	13
320 miles and over 300.....	13½
340 miles and over 320.....	14
360 miles and over 340.....	14½
380 miles and over 360.....	15
400 miles and over 380.....	15½
425 miles and over 400.....	16
450 miles and over 425.....	16½
475 miles and over 450.....	17
500 miles and over 475.....	17½
525 miles and over 500.....	18
550 miles and over 525.....	18½
575 miles and over 550.....	19
600 miles and over 575.....	19½

LIST OF ARTICLES INCLUDED IN THE UNIFORM BRICK LIST

C. L. Minimum Weight 50,000 Pounds

Rates apply on the following articles in straight or mixed carlots, made of (except as otherwise indicated) clay, concrete, gypsum, plaster or shale:

Blocks, viz.

Building (Solid, Hollow or Perforated), except enameled.

Condensing (including Condensing Rings).

Facing (Solid, Hollow or Perforated), except enameled.

Furnace.

Paving, Shale or Fire Clay.

Radial.

Salt Glazed, when shipped in same manner as building or facing blocks.

Segment.

Silo.

†Brick, viz.

Building (Solid, Hollow or Perforated), except enamel.

Facing (Solid, Hollow or Perforated), except enamel.

Fire, including Fire Brick made of Chrome, Corundite, Magnesite or Silica.

Furnace.

Paving, Shale or Fire Clay.

Radial.

Salt Glazed, when shipped in same manner as building or facing brick.

Sand.

Sand Cement.

Sand Lime.

Clay

Ground (Fire).

Fire Clay, Ground Fire Brick and Water combined.

Conduits, not lined.

Curbing, Clay or Shale, Street (Vitrified).

Shale

Ground (Fire).

†On Brick, common, not hollow, made from low-grade clay or shale, when not braced, wedged, or packed for protection against rubbing, breaking or clipping, not including any grades (firsts, seconds, thirds, or culs), of enameled, face, front, paving, fire or refractory brick, rates will be 80 per cent of the mileage scale shown herein.

Slabs (including Silo Slabs), Clay or Shale, not enameled, not roofing or ornamental, loaded loose in cars, when shipped in same manner as building or facing brick.

**Tile*

Fire-proofing.

Hollow Building.

Applicable to common carriers in Groups A, B and C. (See Circulars Nos. 252 and 253.)

By order of the Commission:

Issued February 20, 1925.

Effective March 10, 1925.

Circular No. 270 (Cancels Circulars 268 and 233).

R. O. SELF,
Clerk.

CEMENT. IN BAGS, ACTUAL WEIGHT; IN BBLS. ESTIMATED WEIGHT; (PORTLAND, 400 LBS; N. O. S., 300 LBS; PER BBL), C. L. 40,000 LBS; MINIMUM, IN CENTS
PER 100 LBS.

Distance	Rate Single Line	Rate Joint Line	Distance	Rate Single Line	Rate Joint Line
5 miles and under.....	6	7	190 miles and over 170.....	13½	15
10 miles and over 5.....	7	8	210 miles and over 190.....	14	15½
15 miles and over 10.....	7	8½	230 miles and over 210.....	15	16
20 miles and over 15.....	8	9	250 miles and over 230.....	15½	16
25 miles and over 20.....	8½	9½	270 miles and over 250.....	16	17
35 miles and over 25.....	9	10½	280 miles and over 270.....	16	17½
50 miles and over 35.....	9½	11	300 miles and over 280.....	17	18
65 miles and over 50.....	10½	11½	340 miles and over 300.....	18	19½
80 miles and over 65.....	11	11½	380 miles and over 340.....	19½	20½
100 miles and over 80.....	11½	12½	420 miles and over 380.....	20½	21½
120 miles and over 100.....	11½	13	460 miles and over 420.....	21½	22½
150 miles and over 120.....	12½	13½	480 miles and over 460.....	22½	24
170 miles and over 150.....	13	14	500 miles and over 480.....	22½	24

Applicable to all common carriers of the State having over seventy-five miles of rail within the State, except where other specific rates are approved by the Commission.

By order of the Commission:

February 14, 1923.

Circular No. 241 (Current rates).

R. O. SELF,
Clerk.

*Rates named herein will not apply on heavy load bearing Concrete Tile, as carried in Corporation Commission Circular No. 262.

FREIGHT RATES ON COAL AND COKE

The freight rate on coal and coke in cents, per ton of 2,000 pounds, carload minimum 30,000 pounds, will be as follows:

Distance	Rate	Distance	Rate
5 miles and under.....	.79	150 miles and over 140.....	1.92
10 miles and over 5.....	1.02	160 miles and over 150.....	1.92
15 miles and over 10.....	1.02	170 miles and over 160.....	2.03
20 miles and over 15.....	1.13	180 miles and over 170.....	2.03
25 miles and over 20.....	1.13	190 miles and over 180.....	2.03
30 miles and over 25.....	1.24	200 miles and over 190.....	2.14
35 miles and over 30.....	1.24	210 miles and over 200.....	2.14
40 miles and over 35.....	1.35	220 miles and over 210.....	2.14
45 miles and over 40.....	1.47	230 miles and over 220.....	2.25
50 miles and over 45.....	1.58	240 miles and over 230.....	2.25
55 miles and over 50.....	1.58	250 miles and over 240.....	2.25
60 miles and over 55.....	1.58	260 miles and over 250.....	2.25
65 miles and over 60.....	1.58	270 miles and over 260.....	2.37
70 miles and over 65.....	1.58	280 miles and over 270.....	2.37
75 miles and over 70.....	1.69	290 miles and over 280.....	2.37
80 miles and over 75.....	1.69	300 miles and over 290.....	2.48
85 miles and over 80.....	1.69	310 miles and over 300.....	2.48
90 miles and over 85.....	1.69	320 miles and over 310.....	2.48
95 miles and over 90.....	1.80	330 miles and over 320.....	2.59
100 miles and over 95.....	1.80	340 miles and over 330.....	2.59
110 miles and over 100.....	1.80	350 miles and over 340.....	2.70
120 miles and over 110.....	1.80	360 miles and over 350.....	2.70
130 miles and over 120.....	1.92	370 miles and over 360.....	2.82
140 miles and over 130.....	1.92	380 miles and over 370.....	2.82

Applicable for single line haul to all common carriers of the State except where other specific rates are approved by the Commission.

By order of the Commission:

July 1, 1922.

Circular No. 230 (Cancels Circular No. 216).

R. O. SELF,
Clerk.

Cement. Natural or Portland (Building Cement), carload, in bulk or in packages as provided for carload shipments in Southern Classification, minimum weight 50,000 pounds, except that when, for carrier's convenience, a car of less capacity is furnished, the minimum weight will be the marked capacity of car, but not less than 40,000 pounds. In cents per 100 pounds.

Distance	Rate Single Line	Rate Joint Line
5 miles and under.....	4	5
10 miles and over 5.....	5	6
15 miles and over 10.....	6	7
20 miles and over 15.....	7	8
30 miles and over 20.....	8	9
40 miles and over 30.....	9	10
55 miles and over 40.....	10	11
75 miles and over 55.....	11	12
95 miles and over 75.....	12	13
130 miles and over 95.....	13	13
170 miles and over 130.....	14	14
210 miles and over 170.....	15	15
250 miles and over 210.....	16	16
290 miles and over 250.....	17	17
330 miles and over 290.....	18	18
370 miles and over 330.....	19	19
410 miles and over 370.....	20	20
450 miles and over 410.....	21	21

Applicable to lines named in Groups A, B and C (See Circulars Nos. 252 and 253).

By order of the Commission:

R. O. SELF,

Effective December 1, 1924.

Clerk.

Circular No. 266 (Cancels Circular No. 241).

RATES ON HEAVY LOAD-BEARING CONCRETE BLOCKS WITHOUT
ORNAMENTAL FACE, CARLOAD, MINIMUM 50,000 POUNDS, IN CENTS
PER 100 POUNDS.

Distance	Rate Single Line	Rate Joint Line	Distance	Rate Single Line	Rate Joint Line
7 miles and under.....	3½	4½	97 miles and over 92.....	6½	7½
12 miles and over 7.....	4½	5½	100 miles and over 97.....	6½	7½
17 miles and over 12.....	4½	5½	120 miles and over 100.....	7	8
22 miles and over 17.....	4½	5½	130 miles and over 120.....	7	8
27 miles and over 22.....	4½	5½	140 miles and over 130.....	7	8
32 miles and over 27.....	5	6	160 miles and over 140.....	7	8
37 miles and over 32.....	5	6	180 miles and over 160.....	7½	8½
42 miles and over 37.....	5	6	200 miles and over 180.....	8	9
47 miles and over 42.....	5	6	220 miles and over 200.....	8½	9½
52 miles and over 47.....	5½	6½	240 miles and over 220.....	9	10
57 miles and over 52.....	5½	6½	260 miles and over 240.....	9½	10½
62 miles and over 57.....	5½	6½	280 miles and over 260.....	9½	10½
67 miles and over 62.....	5½	6½	300 miles and over 280.....	10	11
72 miles and over 67.....	6	7	320 miles and over 300.....	10½	11½
77 miles and over 72.....	6	7	340 miles and over 320.....	11	12
82 miles and over 77.....	6	7	360 miles and over 340.....	11½	12½
87 miles and over 82.....	6	7	380 miles and over 360.....	11½	12½
92 miles and over 87.....	6½	7½	400 miles and over 380.....	12	13

Applicable to lines named in Groups A, B and C (See Circulars Nos. 252 and 253).

By order of the Commission:

September 2, 1924.

Circular No. 262 (Effective September 20, 1924).

R. O. SELF,

Clerk.

COTTON, IN BALES, ANY QUANTITY, IN CENTS PER 100 POUNDS

Distance	Rate Single Line	Rate Joint Haul	Distance	Rate Single Line	Rate Joint Haul
5 miles and under	15	-----	160 miles and over 150.....	55	61
10 miles and over 5.....	17	24	170 miles and over 160.....	57	62
15 miles and over 10.....	19	26	180 miles and over 170.....	58	63
20 miles and over 15.....	21	28	190 miles and over 180.....	59	64
25 miles and over 20.....	23	30	200 miles and over 190.....	60	65
30 miles and over 25.....	25	32	210 miles and over 200.....	61	66
35 miles and over 30.....	27	34	220 miles and over 210.....	62	67
40 miles and over 35.....	29	36	230 miles and over 220.....	64	69
45 miles and over 40.....	31	38	240 miles and over 230.....	64	69
50 miles and over 45.....	33	40	250 miles and over 240.....	66	71
55 miles and over 50.....	34	41	260 miles and over 250.....	66	71
60 miles and over 55.....	35	42	270 miles and over 260.....	68	72
65 miles and over 60.....	36	42	280 miles and over 270.....	68	72
70 miles and over 65.....	37	43	300 miles and over 290.....	69	73
75 miles and over 70.....	38	44	320 miles and over 310.....	70	74
80 miles and over 75.....	39	45	340 miles and over 330.....	71	75
85 miles and over 80.....	40	46	360 miles and over 350.....	72	76
90 miles and over 85.....	41	47	370 miles and over 360.....	73	76
95 miles and over 90.....	42	48	380 miles and over 370.....	73	76
100 miles and over 95.....	43	49	400 miles and over 380.....	74	77
110 miles and over 100.....	45	51	420 miles and over 400.....	75	78
120 miles and over 110.....	47	53	440 miles and over 420.....	76	79
130 miles and over 120.....	49	55	460 miles and over 440.....	77	80
140 miles and over 130.....	51	57	480 miles and over 460.....	78	80
150 miles and over 140.....	53	59	500 miles and over 480.....	79	81

Rates applicable to all common carriers by rail within the State. (See Circulars Nos. 252 and 253.)

In applying this scale of rates from point of origin within North Carolina to destinations within the State, rates so made shall in no case exceed rates from or to more distant interstate points, from or to which there are through published commodity rates and from or to which the intrastate origin or destination is directly intermediate and the movement is over a through route.

By order of the Commission:

July 15, 1926.

Circular No. 278, Effective September 1, 1926. (Cancels Circular No. 235).

R. O. SELF,

Clerk.

COTTON, IN BALES, ANY QUANTITY, IN CENTS PER 100 POUNDS

Distance	Rate Single Line	Rate Joint Haul	Distance	Rate Single Line	Rate Joint Haul
5 miles and under	18	19½	170 miles and over 160.....	57½	59
10 miles and over 5.....	20½	22	180 miles and over 170.....	58½	60
15 miles and over 10.....	23½	25	190 miles and over 180.....	59½	61
20 miles and over 15.....	26	27½	200 miles and over 190.....	60½	62
25 miles and over 20.....	29	30½	210 miles and over 200.....	61	62½
30 miles and over 25.....	30	31½	220 miles and over 210.....	62	63½
35 miles and over 30.....	31½	33	230 miles and over 220.....	63	64½
40 miles and over 35.....	32½	34	240 miles and over 230.....	64	65½
45 miles and over 40.....	34	35½	250 miles and over 240.....	65	66½
50 miles and over 45.....	35	36½	260 miles and over 250.....	65½	67
55 miles and over 50.....	36½	38	270 miles and over 260.....	67½	69
60 miles and over 55.....	37½	39	280 miles and over 270.....	67½	69
65 miles and over 60.....	39	40½	290 miles and over 280.....	69	70½
70 miles and over 65.....	40	41½	300 miles and over 290.....	69	70½
75 miles and over 70.....	41½	43	310 miles and over 300.....	70	71½
80 miles and over 75.....	42½	44	320 miles and over 310.....	70	71½
85 miles and over 80.....	44	45½	330 miles and over 320.....	71	72½
90 miles and over 85.....	45	46½	340 miles and over 330.....	71	72½
95 miles and over 90.....	46½	48	350 miles and over 340.....	72	73½
100 miles and over 95.....	47½	49	360 miles and over 350.....	72	73½
110 miles and over 100.....	49½	51	370 miles and over 360.....	72½	74
120 miles and over 110.....	51½	53	380 miles and over 370.....	72½	74
130 miles and over 120.....	53	54½	420 miles and over 380.....	74	75½
140 miles and over 130.....	55	56½	440 miles and over 420.....	75	76½
150 miles and over 140.....	56	57½	500 miles and over 440.....	76½	78
160 miles and over 150.....	56½	58			

These rates apply between all points in North Carolina on the lines of the Atlantic Coast Line Railroad; Atlantic & Yadkin Railway; Carolina and Northwestern Railway; Carolina and Tennessee Southern Railway; Carolina, Clinchfield and Ohio Railway; High Point, Randleman, Asheboro and Southern Railroad; Norfolk and Western Railway; Norfolk Southern Railroad; Seaboard Air Line Railway; Southern Railway; Winston-Salem Southbound Railway; Yadkin Railroad, except where other specific rates are approved by the Commission. For basis for joint rates with short lines see our Circular No. 219.

By order of the Commission:

July 1, 1922.

Circular No. 235 (Cancels Circular No. 226).

Canceled by Circular No. 278.

R. O. SELF,

Clerk.

RATES ON COTTON SEED AND COTTON SEED HULLS, CARLOAD, 20,000 POUNDS MINIMUM, (SEE NOTE) IN CENTS PER TON 2,000 POUNDS.

Distance	Rate Single Line	Rate Joint Haul	Distance	Rate Single Line	Rate Joint Haul
7 miles and under	90	125	180 miles and over 170.....	203	238
12 miles and over 7	102	137	190 miles and over 180.....	214	249
17 miles and over 12	113	148	200 miles and over 190.....	214	249
22 miles and over 17	113	148	210 miles and over 200.....	214	249
27 miles and over 22	124	159	220 miles and over 210.....	214	249
32 miles and over 27	124	159	230 miles and over 220.....	225	260
37 miles and over 32	135	170	240 miles and over 230.....	225	260
42 miles and over 37	135	170	250 miles and over 240.....	237	272
47 miles and over 42	147	182	260 miles and over 250.....	237	272
52 miles and over 47	147	182	270 miles and over 260.....	237	272
57 miles and over 52	147	182	280 miles and over 270.....	237	272
62 miles and over 57	158	193	290 miles and over 280.....	248	283
67 miles and over 62	158	193	300 miles and over 290.....	248	283
72 miles and over 67	158	193	310 miles and over 300.....	259	294
77 miles and over 72	158	193	320 miles and over 310.....	259	294
82 miles and over 77	158	193	330 miles and over 320.....	259	294
87 miles and over 82	169	204	340 miles and over 330.....	259	294
92 miles and over 87	169	204	350 miles and over 340.....	270	305
97 miles and over 92	180	215	360 miles and over 350.....	270	305
100 miles and over 97	180	215	370 miles and over 360.....	270	305
110 miles and over 100	180	215	380 miles and over 370.....	270	305
120 miles and over 110	180	215	390 miles and over 380.....	282	317
130 miles and over 120	192	227	400 miles and over 390.....	282	317
140 miles and over 130	192	227	420 miles and over 400.....	293	328
150 miles and over 140	203	238	440 miles and over 420.....	293	328
160 miles and over 150	203	238	480 miles and over 440.....	304	339
170 miles and over 160	203	238	500 miles and over 480.....	315	350

Applicable to common carriers in Groups A, B and C. (See Circulars Nos. 252 and 253.)

NOTE. Rates on these Commodities, less carload, packed, will be 20 per cent higher than carload rates.

By order of the Commission:

December 19, 1924.

Circular No. 267 (Cancels Circular No. 258).

R. O. SELF,

Clerk.

RATES ON FERTILIZER, CARLOAD, 30,000 POUNDS MINIMUM, IN CENTS, PER TON TWO THOUSAND POUNDS

Distance	Rate Single Line	Rate Joint Haul	Distance	Rate Single Line	Rate Joint Haul
5 miles and under-----	90	113	160 miles and over 150-----	315	338
10 miles and over 5-----	102	135	170 miles and over 160-----	315	349
15 miles and over 10-----	124	147	180 miles and over 170-----	327	349
20 miles and over 15-----	135	158	190 miles and over 180-----	327	360
25 miles and over 20-----	147	180	200 miles and over 190-----	338	372
30 miles and over 25-----	158	180	210 miles and over 200-----	349	372
35 miles and over 30-----	158	192	220 miles and over 210-----	349	383
40 miles and over 35-----	169	203	230 miles and over 220-----	360	383
45 miles and over 40-----	180	203	240 miles and over 230-----	372	394
50 miles and over 45-----	180	214	250 miles and over 240-----	372	405
55 miles and over 50-----	192	214	260 miles and over 250-----	383	405
60 miles and over 55-----	203	225	270 miles and over 260-----	383	417
65 miles and over 60-----	203	237	280 miles and over 270-----	394	428
70 miles and over 65-----	214	237	300 miles and over 280-----	405	439
75 miles and over 70-----	214	248	320 miles and over 300-----	428	450
80 miles and over 75-----	225	259	340 miles and over 320-----	439	462
85 miles and over 80-----	237	259	360 miles and over 340-----	450	484
90 miles and over 85-----	237	270	380 miles and over 360-----	462	495
95 miles and over 90-----	248	270	400 miles and over 380-----	484	507
100 miles and over 95-----	259	282	420 miles and over 400-----	495	518
110 miles and over 100-----	259	293	440 miles and over 420-----	507	540
120 miles and over 110-----	270	293	460 miles and over 440-----	518	552
130 miles and over 120-----	270	304	480 miles and over 460-----	540	563
140 miles and over 130-----	282	315	500 miles and over 480-----	551	574
150 miles and over 140-----	293	327			

Applicable to all common carriers of the State having over seventy-five miles of rail within the State, except where other specific rates are approved by the Commission.

By order of the Commission:

May 10, 1923.

Circular No. 244 (Cancels Circular No. 238).

R. O. SELF,
Clerk.

LIME, OTHER THAN SPENT, IN BARRELS OR IN BULK, CARLOAD,
MINIMUM WEIGHT 24,000 POUNDS, EXCESS IN PROPORTION, IN
CENTS PER 100 POUNDS.

Distance	Rate Single Line	Rate Joint Line	Distance	Rate Single Line	Rate Joint Line
5 miles and under.....	4½	6	170 miles and over 150.....	11½	12½
10 miles and over 5.....	6	7	190 miles and over 170.....	11½	13
15 miles and over 10.....	6½	7	210 miles and over 190.....	12½	13½
20 miles and over 15.....	7	8	230 miles and over 210.....	13	14
25 miles and over 20.....	7	8½	250 miles and over 230.....	13½	15
35 miles and over 25.....	8	9	270 miles and over 250.....	14	15
50 miles and over 35.....	8½	9½	280 miles and over 270.....	15	15½
65 miles and over 50.....	9	9½	300 miles and over 280.....	15	16
80 miles and over 65.....	9½	10½	340 miles and over 300.....	16	17
100 miles and over 80.....	9½	11	380 miles and over 340.....	17	18
120 miles and over 100.....	10½	11½	420 miles and over 380.....	18	19½
150 miles and over 120.....	11	11½	460 miles and over 420.....	19½	20

Applicable to all common carriers of the State having over seventy-five miles of rails within the State, except where other specific rates are approved by the Commission.

By order of the Commission:

February 14, 1923.

Circular No. 242 (Current rates).

R. O. SELF,
Clerk.

LIME, OTHER THAN SPENT, IN BAGS, BARRELS OR IN BULK, CAR-LOAD, MINIMUM WEIGHT 24,000 POUNDS, EXCESS IN PROPORTION, IN CENTS PER 100 POUNDS.

Distance	Rate Single Line	Rate Joint Line	Distance	Rate Single Line	Rate Joint Line
5 miles and under-----	4½	6	170 miles and over 150-----	11½	12½
10 miles and over 5-----	6	7	190 miles and over 170-----	11½	13
15 miles and over 10-----	6½	7	210 miles and over 190-----	12½	13½
20 miles and over 15-----	7	8	230 miles and over 210-----	13	14
25 miles and over 20-----	7	8½	250 miles and over 230-----	13½	15
35 miles and over 25-----	8	9	270 miles and over 250-----	14	15
50 miles and over 35-----	8½	9½	280 miles and over 270-----	15	15½
65 miles and over 50-----	9	9½	300 miles and over 280-----	15	16
80 miles and over 65-----	9½	10½	340 miles and over 300-----	16	17
100 miles and over 80-----	9½	11	380 miles and over 340-----	17	18
120 miles and over 100-----	10½	11½	420 miles and over 380-----	18	19½
150 miles and over 120-----	11	11½	460 miles and over 420-----	19½	20

Applicable to all common carriers of the State having over seventy-five miles of rail within the State, except where other specific rates are approved by the Commission.

By order of the Commission:

R. O. SELF,

August 26, 1925.

Clerk.

Circular No. 275, Effective September 10, 1925. (Cancels Circular No. 242.)

LIVE STOCK RATES

APPLICABLE TO

COMMON CARRIERS IN GROUPS A, B AND C ON INTRASTATE TRAFFIC
BETWEEN POINTS IN NORTH CAROLINA

(See Circulars No. 252 and 253)

Governed by Southern Classification No. 46 in connection with North Carolina Exception Sheet No. 6, supplements thereto and reissues thereof.

Distance	In Cents per 100 Pounds											
	Cattle—Beef and Stock, Single Deck, C. L. Min- imum 20,000 Lbs. (Double Deck Not Accepted)		Calves, Hogs and Pigs, Single Deck, C. L. Min- imum 16,000 Lbs.		Sheep, Goats, Lambs, and Kids, Single Deck, C. L. Minimum 12,000 Lbs.		Calves and Hogs, Double Deck, C. L. Minimum 22,000 Lbs. Sheep, Goats Lambs, Kids, Double Deck, C. L. Minimum 18,000 Lbs.		Stocker Rates		Horses and Mules, C. L. Minimum, See Note Below	
	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line	Single Line	Joint Line		
5 miles and under ---	7	11	8.05	11.05	8.75	11.75	7	11	11	11	11	15½
10 miles and over 5-	7	11	8.05	11.05	8.75	11.75	7	11	11	11	12½	15½
15 miles and over 10-	8	11	9.2	12.2	10	13	8	11	11	11	14	17
20 miles and over 15-	9	12	10.35	13.35	11.25	14.25	9	12	12	15	15	18
25 miles and over 20-	10	13	11.5	14.5	12.5	15.5	10	13	13	16	16	19
30 miles and over 25-	11	14	12.65	15.65	13.75	16.75	11	14	14	17	17	20
35 miles and over 30-	12	15	13.8	16.8	15	18	12	15	15	18	18	21
40 miles and over 35-	13	16	14.95	17.95	16.25	19.25	13	16	16	19	19	22
50 miles and over 40-	14	17	16.1	19.1	17.5	20.5	14	17	17	20	20½	23½
60 miles and over 50-	15	18	17.25	20.25	18.75	21.75	15	18	18	22	22	25
70 miles and over 60-	16	19	18.4	21.4	20	23	16	19	19	23½	23½	26½
80 miles and over 70-	17	20	19.55	22.55	21.25	24.25	17	20	20	25	25	28
90 miles and over 80-	18	21	20.7	23.7	22.5	25.5	18	21	21	26½	26½	29½
100 miles and over 90-	19	22	21.85	24.85	23.75	26.75	19	22	22	28	28	31
110 miles and over 100-	20	23	23	26	25	28	20	23	23	29	29	32
120 miles and over 110-	21	24	24.15	27.15	26.25	29.25	21	24	24	30	30	33
130 miles and over 120-	22	25	25.3	28.3	27.5	30.5	22	25	25	31	31	34
140 miles and over 130-	23	26	26.45	29.45	28.75	31.75	23	26	26	32	32	35
150 miles and over 140-	24	27	27.6	30.6	30	33	24	27	27	33	33	36
160 miles and over 150-	25	28	28.75	31.75	31.25	34.25	25	28	28	34	34	37
170 miles and over 160-	25½	28½	29.33	32.33	31.88	34.88	25½	28½	28½	35	35	38
180 miles and over 170-	26	29	29.9	32.9	32.5	35.5	26	29	29	35½	35½	38½
190 miles and over 180-	27	30	31	34.5	33.75	36.75	27	30	30	36½	36½	39½
200 miles and over 190-	27½	30	31.6	34.5	34.38	36.88	27½	30	30	37	37	40
210 miles and over 200-	28	30	32.2	34.2	35	37	28	30	30	38	38	40
220 miles and over 210-	29	31	33.35	35.35	36.25	38.25	29	31	31	39	39	41
230 miles and over 220-	30	32	34.5	36.5	37.5	39.5	30	32	32	39½	39½	41½
240 miles and over 230-	31	33	35.65	37.65	38.75	40.75	31	33	33	40½	40½	42½
250 miles and over 240-	32	34	36.8	38.8	40	42	32	34	34	41	41	43
275 miles and over 250-	33½	35½	38.5	40.5	41.88	43.88	33½	35½	35½	42½	42½	44½
290 miles and over 275-	35	37	40.25	42.25	43.75	45.75	35	37	37	44	44	46
300 miles and over 290-	35	37	40.25	42.25	43.75	45.75	35	37	37	44	44	46
325 miles and over 300-	36½	38½	41.98	43.98	45.63	47.63	36½	38½	38½	45	45	47
350 miles and over 325-	38	40	43.7	45.7	47.5	49.5	38	40	40	46	46	48
375 miles and over 350-	39½	40½	45.42	46.42	49.38	50.38	39½	40½	40½	47	47	48
400 miles and over 375-	41	42	47.15	48.12	51.25	52.25	41	42	42	48	48	49
425 miles and over 400-	42½	43½	48.88	49.88	53.13	54.13	42½	43½	43½	49	49	50
450 miles and over 425-	44	45	50.6	51.6	55	56	44	45	45	50	50	51
480 miles and over 450-	45	46	51.75	52.75	56.25	57.25	45	46	46	52	52	52
500 miles and over 480-	46	47	52.9	53.9	57.5	58.5	46	47	47	52½	52½	53½

Rates on Stocker Cattle, Calves, Hogs, Pigs, Sheep, Lambs, Goats, and Kids will be 25 per cent less for single line than fat animal rates as shown in other columns herein. Joint line Stocker rates will be made as follows: Distances up to 190 miles, inclusive, add 3 cents; 191 to 200 miles, inclusive, add 2½ cents; 201 to 350 miles, inclusive, add 2 cents; 351 to 500 miles, inclusive, add 1 cent, to single line Stocker rates.

NOTE.—Horses and Mules, C. L. Minimum weight:

23,000 lbs. per standard car 36 feet, 7 inches and under in length.

24,500 lbs. per standard car 36 feet, 7 inches to and including 38 feet, 6 inches in length.

25,780 lbs. per standard car over 38 feet, 6 inches to and including 40 feet, 6 inches in length.

26,910 lbs. per standard car over 40 feet, 6 inches in length.

Effective November 1, 1924.

Circular No. 264.

**LOGS, ROUGH, CARLOAD, PER CAR 40,000 POUNDS, EXCESS IN
PROPORTION, IN CENTS**

Distance	Rate Single Line	Rate Joint Line	Distance	Rate Single Line	Rate Joint Line
10 miles.....	*720	*1,300	210 miles and over 200.....	3,300	3,850
20 miles.....	*855	*1,400	220 miles and over 210.....	3,300	3,850
30 miles.....	*1,050	*1,600	230 miles and over 220.....	3,400	3,950
40 miles.....	*1,150	*1,700	240 miles and over 230.....	3,400	3,950
50 miles.....	*1,300	*1,850	250 miles and over 240.....	3,550	4,100
60 miles.....	*1,400	*2,000	260 miles and over 250.....	3,550	4,100
70 miles.....	*1,600	*2,150	270 miles and over 260.....	3,650	4,250
80 miles.....	*1,700	*2,250	280 miles and over 270.....	3,650	4,250
90 miles.....	*1,850	*2,450	300 miles and over 280.....	3,850	4,400
100 miles.....	*2,000	*2,500	320 miles and over 300.....	3,850	4,450
110 miles and over 100.....	2,150	2,700	340 miles and over 320.....	3,950	4,500
120 miles and over 110.....	2,250	2,850	360 miles and over 340.....	4,000	4,550
130 miles and over 120.....	2,450	2,950	380 miles and over 360.....	4,100	4,700
140 miles and over 130.....	2,500	3,100	400 miles and over 380.....	4,250	4,750
150 miles and over 140.....	2,700	3,300	420 miles and over 400.....	4,300	4,850
160 miles and over 150.....	2,850	3,400	440 miles and over 420.....	4,400	4,950
170 miles and over 160.....	2,950	3,550	460 miles and over 440.....	4,450	5,000
180 miles and over 170.....	2,950	3,550	480 miles and over 460.....	4,500	5,100
190 miles and over 180.....	3,100	3,650	500 miles and over 480.....	4,550	5,150
200 miles and over 190.....	3,100	3,650			

*When rates are not shown for the exact distance, the charge shall not exceed the rate for the nearest distance. In case where the haul is equidistant the charge shall be that for the next higher distance.

Applicable to all common carriers of the State having over seventy-five miles of rail within the State except where other specific rates are approved by the Commission.

By order of the Commission:

August 5, 1923.

Circular No. 251 (Cancels Circular No. 246).

R. O. SELF,
Clerk.

RATES ON ROUGH LOGS, CARLOAD, VIZ: DOGWOOD, HICKORY, PER-SIMMON, GUMWOOD, ROUGH OAK, POPLAR, PINE, MAPLE, BIRCH, AND OTHER HARDWOOD LOGS, PER CARLOAD OF 40,000 POUNDS, IN CENTS PER CAR. EXCESS IN PROPORTION.

Distance	Rate
10 miles and under.....	900
20 miles and over 10.....	1,050
30 miles and over 20.....	1,100
40 miles and over 30.....	1,150
50 miles and over 40.....	1,300
60 miles and over 50.....	1,400
70 miles and over 60.....	1,600
75 miles and over 70.....	1,700

Applicable to all common carriers having less than seventy-five miles of line within the State, except where other rates on logs have been specifically approved by the Commission.

By order of the Commission:

June 30, 1925.

Circular No. 274 (Cancels Circular No. 273).

R. O. SELF,
Clerk.

RATES ON LUMBER, CARLOAD, MINIMUM WEIGHT 24,000 POUNDS,
IN CENTS PER 100 POUNDS

Distance	Rate Single Line	Rate Joint Line
5 miles and under.....	2½	4½
10 miles and over 5.....	3½	5
15 miles and over 10.....	4½	6
25 miles and over 15.....	5	6½
40 miles and over 25.....	6	7
55 miles and over 40.....	6½	8
70 miles and over 55.....	7	8½
90 miles and over 70.....	8	9
110 miles and over 90.....	8½	10½
140 miles and over 110.....	9	11
170 miles and over 140.....	10½	11½
200 miles and over 170.....	11	11½
240 miles and over 200.....	11½	13
280 miles and over 240.....	11½	13½
300 miles and over 280.....	13	14
320 miles and over 300.....	13½	15
340 miles and over 320.....	14	16
360 miles and over 340.....	15	16
380 miles and over 360.....	16	17
420 miles and over 380.....	16	17½
460 miles and over 420.....	17	18½
480 miles and over 460.....	18½	20
500 miles and over 480.....	18½	20

Applicable to all common carriers of the State having over seventy-five miles of rail within the State, except where other specific rates are approved by the Commission:

By order of the Commission:

R. O. SELF,

May 10, 1923.

Circular No. 245 (Cancels Circular No. 239).

MOLASSES IN BARRELS OR HOGSHEADS, IN CENTS PER 100
POUNDS

Distance	Rate Single Line	Rate Joint Haul	Distance	Rate Single Line	Rate Joint Haul
5 miles and under.....	6	7	160 miles and over 150.....	27	28½
10 miles and over 5.....	7	8½	170 miles and over 160.....	27	28½
15 miles and over 10.....	8	9	180 miles and over 170.....	28½	29½
20 miles and over 15.....	8½	10½	190 miles and over 180.....	28½	29½
25 miles and over 20.....	9	11	200 miles and over 190.....	28½	29½
30 miles and over 25.....	10½	11½	210 miles and over 200.....	29½	31
35 miles and over 30.....	11	11½	220 miles and over 210.....	29½	31
40 miles and over 35.....	11½	13	230 miles and over 220.....	29½	31
45 miles and over 40.....	11½	13½	240 miles and over 230.....	31	33
50 miles and over 45.....	13	14	250 miles and over 240.....	31	33
55 miles and over 50.....	13	14	260 miles and over 250.....	31	33
60 miles and over 55.....	14	16	270 miles and over 260.....	31	33
65 miles and over 60.....	14	16	280 miles and over 270.....	33	34
70 miles and over 65.....	16	17	300 miles and over 280.....	33	34
75 miles and over 70.....	16	17	320 miles and over 300.....	33	34
80 miles and over 75.....	17	18½	340 miles and over 320.....	34	35½
85 miles and over 80.....	17	18½	360 miles and over 340.....	34	35½
90 miles and over 85.....	18½	20	380 miles and over 360.....	34	35½
95 miles and over 90.....	18½	20	400 miles and over 380.....	35½	36½
100 miles and over 95.....	20	21½	420 miles and over 400.....	35½	36½
110 miles and over 100.....	21½	22½	440 miles and over 420.....	35½	36½
120 miles and over 110.....	22½	24½	460 miles and over 440.....	35½	36½
130 miles and over 120.....	24½	25	480 miles and over 460.....	36½	38½
140 miles and over 130.....	25	27	500 miles and over 480.....	36½	38½
150 miles and over 140.....	25	27			

Applicable to common carriers in Groups A and B (See Circulars Nos. 252 and 253).

By order of the Commission:

February 10, 1924.

Circular No. 257 (Current rates).

R. O. SELF,

Clerk.

PETROLEUM OIL AND ITS PRODUCTS, CARLOAD, RATED FIFTH
CLASS IN SOUTHERN CLASSIFICATION, IN CENTS PER 100 POUNDS

Distance	Rate Single Line	Rate Joint Haul	Distance	Rate Single Line	Rate Joint Haul
5 miles and under-----	8½	11½	160 miles and over 150-----	26½	29
10 miles and over 5-----	11½	14	170 miles and over 160-----	27½	29½
15 miles and over 10-----	13	15½	180 miles and over 170-----	27½	29½
20 miles and over 15-----	14	16	190 miles and over 180-----	29	31
25 miles and over 20-----	15½	17½	200 miles and over 190-----	29½	32
30 miles and over 25-----	16	18½	210 miles and over 200-----	29½	32
35 miles and over 30-----	16	18½	220 miles and over 210-----	31	33½
40 miles and over 35-----	17½	20	230 miles and over 220-----	31	33½
45 miles and over 40-----	17½	20	240 miles and over 230-----	31	33½
50 miles and over 45-----	18½	20½	250 miles and over 240-----	31	33½
55 miles and over 50-----	18½	20½	260 miles and over 250-----	31	33½
60 miles and over 55-----	20	22	270 miles and over 260-----	31	33½
65 miles and over 60-----	20	22	280 miles and over 270-----	31	33½
70 miles and over 65-----	20½	23	300 miles and over 280-----	32	34
75 miles and over 70-----	20½	23	320 miles and over 300-----	32	34
80 miles and over 75-----	22	24½	340 miles and over 320-----	32	34
85 miles and over 80-----	22	24½	360 miles and over 340-----	32	34
90 miles and over 85-----	22	24½	380 miles and over 360-----	33½	35½
95 miles and over 90-----	23	25	400 miles and over 380-----	33½	35½
100 miles and over 95-----	23	25	420 miles and over 400-----	34	36½
110 miles and over 100-----	23	25	440 miles and over 420-----	34	36½
120 miles and over 110-----	24½	26½	460 miles and over 440-----	34	36½
130 miles and over 120-----	24½	26½	480 miles and over 460-----	35	38
140 miles and over 130-----	25	27½	500 miles and over 480-----	35	38
150 miles and over 140-----	25	27½			

Applicable to common carriers in Groups A and B (See Circulars Nos. 252 and 253).

By order of the Commission:

February 10, 1924.

Circular No. 256 (Current rates).

R. O. SELF,
Clerk.

RATES ON MARBLE, GRANITE AND STONE (CRUSHED OR RUBBLE),
 STONE SCREENINGS, GRAVEL (WASHED) SLAG, CHERT, AND
 SAND IN STRAIGHT OR MIXED CARLOADS, CARLOAD MINIMUM
 WEIGHT 90 PER CENT OF MARKED CAPACITY OF CAR, EXCEPT
 WHEN CARS ARE LOADED TO THEIR VISIBLE CAPACITY THE
 ACTUAL WEIGHT WILL GOVERN, PER TON OF 2,000 POUNDS.

Distance	Rate Single Line	Rate Joint Haul	Distance	Rate Single Line	Rate Joint Haul
5 miles and under -----	50	70	160 miles and over 150-----	132	147
10 miles and over 5 -----	57	77	170 miles and over 160-----	134	149
15 miles and over 10 -----	60	80	180 miles and over 170-----	136	151
20 miles and over 15 -----	63	83	190 miles and over 180-----	138	153
25 miles and over 20 -----	66	86	200 miles and over 190-----	140	155
30 miles and over 25 -----	70	90	210 miles and over 200-----	142	155
35 miles and over 30 -----	73	93	220 miles and over 210-----	144	155
40 miles and over 35 -----	76	96	230 miles and over 220-----	146	156
45 miles and over 40 -----	80	100	240 miles and over 230-----	148	158
50 miles and over 45 -----	83	103	250 miles and over 240-----	150	160
55 miles and over 50 -----	86	106	260 miles and over 250-----	152	162
60 miles and over 55 -----	89	109	270 miles and over 260-----	154	164
65 miles and over 60 -----	93	113	280 miles and over 270-----	156	166
70 miles and over 65 -----	96	116	290 miles and over 280-----	158	168
75 miles and over 70 -----	99	119	300 miles and over 290-----	160	170
80 miles and over 75 -----	102	122	310 miles and over 300-----	162	172
85 miles and over 80 -----	105	125	320 miles and over 310-----	164	174
90 miles and over 85 -----	109	129	330 miles and over 320-----	166	176
95 miles and over 90 -----	112	132	340 miles and over 330-----	168	178
100 miles and over 95 -----	115	135	350 miles and over 340-----	170	180
110 miles and over 100 -----	118	135	360 miles and over 350-----	172	182
120 miles and over 110 -----	121	136	370 miles and over 360-----	174	184
130 miles and over 120 -----	124	139	380 miles and over 370-----	176	186
140 miles and over 130 -----	127	142	390 miles and over 380-----	178	188
150 miles and over 140 -----	130	145	400 miles and over 390-----	180	190

Applicable to common carriers in Groups A, B and C, also Randolph and Cumberland Railway and Washington and Vandemere Railroad (See Circulars Nos. 252 and 253).

By order of the Commission:

March 15, 1924.

Circular No. 259 (Cancels Circular No. 249).

R. O. SELBY,
Clerk.

STONE, MARBLE, GRANITE, VIZ.: CURBING OR PAVING BLOCKS; BUILDING: DIMENSION OR RANDOM; ROUGH QUARRIED OR DRESSED; NOT POLISHED OR CARVED. CARLOAD MINIMUM 50,000 POUNDS. PER TON 2,000 POUNDS

Miles	Rate Single Line	Rate Joint Haul	Miles	Rate Single Line	Rate Joint Haul
5 and under	80	100	160 and over 150	162	177
10 and over 5	87	107	170 and over 160	164	179
15 and over 10	90	110	180 and over 170	166	181
20 and over 15	93	113	190 and over 180	168	183
25 and over 20	96	116	200 and over 190	170	185
30 and over 25	100	120	210 and over 200	172	185
35 and over 30	103	123	220 and over 210	174	185
40 and over 35	106	126	230 and over 220	176	186
45 and over 40	110	130	240 and over 230	178	188
50 and over 45	113	130	250 and over 240	180	190
55 and over 50	116	136	260 and over 250	182	192
60 and over 55	119	139	270 and over 260	184	194
65 and over 60	123	143	280 and over 270	186	196
70 and over 65	126	146	290 and over 280	189	198
75 and over 70	129	149	300 and over 290	190	200
80 and over 75	132	152	310 and over 300	192	202
85 and over 80	135	155	320 and over 310	194	204
90 and over 85	139	159	330 and over 320	196	206
95 and over 90	142	162	340 and over 330	199	208
100 and over 95	145	165	350 and over 340	200	210
110 and over 100	148	165	360 and over 350	202	212
120 and over 110	151	166	370 and over 360	204	214
130 and over 120	154	169	380 and over 370	206	216
140 and over 130	157	172	390 and over 380	209	218
150 and over 140	160	175	400 and over 390	210	220

Applicable to lines named in Groups A, B and C (See Circular No. 253); also Montgomery Lumber Company Railroad.

By order of the Commission:

June 12, 1924.

Circular No. 260 (Effective July 1, 1924).

R. O. SELF,
Clerk.

FREIGHT RATES ON TILE, CONCRETE BUILDING, WITHOUT ORNAMENTAL FACE, CARLOAD MINIMUM, 50,000 POUNDS (APPLIES ONLY TO HEAVY-LOAD-BEARING CONCRETE TILE.) IN CENTS PER 100 POUNDS

Miles	Rate Single Line	Rate Joint Line
10 miles and less	3.5	4.5
20 miles and over 10	4.0	5.0
30 miles and over 20	4.5	5.5
40 miles and over 30	5.0	5.5
50 miles and over 40	5.5	6.0
60 miles and over 50	6.0	6.5
70 miles and over 60	6.0	6.5
80 miles and over 70	6.5	7.0

Single or Joint Line

90 miles and over 80	7.0
100 miles and over 90	7.0
120 miles and over 100	7.5
140 miles and over 120	7.5
150 miles and over 140	8.0
160 miles and over 150	8.0
180 miles and over 160	8.5
200 miles and over 180	9.0
220 miles and over 200	9.5
240 miles and over 220	9.5
260 miles and over 240	10.0
280 miles and over 260	10.5
300 miles and over 280	11.0
320 miles and over 300	11.5
340 miles and over 320	11.5
360 miles and over 340	12.0
380 miles and over 360	12.5
400 miles and over 380	13.0
425 miles and over 400	13.5
450 miles and over 425	13.5

Applicable to lines named in Groups A, B and C (See Circulars Nos. 252 and 253).

By order of the Commission:

February 25, 1925.

Circular No. 271, Effective March 25, 1925 (Cancels Circular No. 262).

R. O. SELF,

Clerk.

**WOOD, FIRE OR CORD (FOR FUEL PURPOSES), CARLOAD, IN CENTS
PER CORD**

CARLOAD MINIMUM

In cars, inside length under 36 feet.....	12 Cords
In cars, inside length 36 feet.....	14 Cords
In cars, inside length 38 feet and over 36 feet.....	15 Cords
In cars, inside length 40 feet and over 38 feet.....	16 Cords
In cars, inside length over 40 feet.....	17 Cords

Distance	Rate Single Line
5 miles and under.....	70
10 miles and over 5.....	70
15 miles and over 10.....	78½
20 miles and over 15.....	84½
30 miles and over 20.....	84½
40 miles and over 30.....	99
50 miles and over 40.....	112½
70 miles and over 50.....	127
90 miles and over 70.....	141½
110 miles and over 90.....	155
130 miles and over 110.....	169
150 miles and over 130.....	182½
170 miles and over 150.....	197

Applicable to lines named in Groups A, B and C (See Circulars Nos. 252 and 253).

By order of the Commission:

Effective October 1, 1924.

Circular No. 265 (Cancels Circular No. 263).

R. O. SELF,
Clerk.

RULES AND SPECIFICATIONS FOR WIRE CROSSINGS

At a meeting of the North Carolina Corporation Commission, held at the office in the City of Raleigh on December 3, 1920, Chairman Lee presiding, and Commissioners Pell and Maxwell present, the Commission took under consideration the question of issuing uniform rules and regulations regarding Telephone, Telegraph, and Electric Light and Power wire crossings, and after due deliberation it is

ORDERED, That the following Rules and Regulations governing wire crossings shall be adopted and issued, effective on the date of this order as to new construction or replacements and effective one year from date of this order as to old construction or crossings already in place, subject to complaint and order in regard to any existing dangerous construction or crossings or such as may become so during the said one year period, to wit:

1. Crossings of Electric Light and Power Transmission Lines and Telegraph and Telephone lines, now existing, or that may hereafter be constructed over railroad rights of way, tracks and wires thereupon, or along, shall be constructed and maintained by the persons or corporations owning or controlling such lines so as at all times to conform to the following general precautions for the safety of the public and the employees of the railroads. The construction of poles, towers, wires, wire lines and accessories shall be first-class in every respect and shall conform to the practices prescribed by the American Railroad Association.

2. The poles, or towers, supporting the crossing span, and the adjoining span on each side, shall be in a straight line, if practicable. Poles supporting the crossing span shall be side-guyed in both directions, if practicable, and be head-guyed away from the crossing span, and the next adjoining poles shall be head-guyed toward the crossing span. Braces may be used instead of guys. No poles shall be less than twelve (12) feet from the nearest track, except that at sidings a clearance of seven (7) feet may be allowed, measurement being made from the nearest rail.

3. Spans over tracks, and one adjoining span on each side, shall be as short as practicable, preferably not longer than one hundred and twenty-five (125) feet in power lines, or one hundred (100) feet in telegraph or telephone lines. The difference in length of the crossing and adjoining spans in power lines, generally, shall not be more than fifty (50) per cent of the length of the crossing span, and when the crossing span in telegraph or telephone lines exceed one hundred and twenty-five (125) feet, the adjoining span on each side shall not exceed one hundred and ten (110) feet.

4. Electric Light and Power wires shall have a clearance of not less than thirty (30) feet above the top of rail: *Provided*, that for trolley contact wires, carrying constant potential direct current not exceeding 750 volts, twenty-two (22) feet may be allowed.

5. Telegraph and Telephone wires shall have a clearance of not less than twenty-seven (27) feet above top of rail.

6. Electric Light and Power wires shall cross over Telegraph and Telephone wires and the clearance between the two classes of wires shall be not less than eight (8) feet for alternating current circuits, or four (4) feet for direct current circuits of seven hundred and fifty (750) volts or less.

7. Telegraph and Telephone wires shall clear wires of the same class not less than two (2) feet.

8. Wires and cables shall be attached to their supporting structures in such manner so that the clearances herein specified shall be maintained under the most unfavorable conditions of temperature and loading. Double cross-arms shall be used on all poles supporting crossing spans and shall be so attached as to be maintained at right angles to the poles.

9. Minimum size of conductors in the crossing spans and adjoining spans on each side in Electric Light and Power lines shall be as follows: No. 6 B. & S. gauge copper for voltage not exceeding 5,000 volts; No. 4 B. & S. gauge copper for voltage exceeding 5,000 volts; No. 1 B. & S. gauge aluminum for all voltages. Minimum size of conductors in the crossing spans and adjoining spans on each side of Telegraph and Telephone lines shall be as follows: For spans 150 feet or less, No. 10 B. W. G. galvanized iron or No. 10 B. & S. hard drawn copper. For spans 151 feet and over No. 8 B. W. G. galvanized iron or No. 9 B. & S. hard drawn copper.

10. Wooden poles shall be of selected timber and free from defects which would decrease their strength or durability. For telegraph and telephone lines they shall be not less than six (6) inches in diameter at the top. For electric light and power lines they shall be not less than eight (8) inches in diameter at the top and the diameter at the ground line shall be not less than shown in the following table:

	<i>Chestnut</i>	<i>Eastern White Cedar and Juniper</i>
25 ft. pole.....	Diameter, 11 $\frac{3}{4}$ "	Diameter, 11 $\frac{1}{2}$ "
30 ft. pole.....	Diameter, 12 $\frac{3}{4}$ "	Diameter, 12 $\frac{3}{4}$ "
35 ft. pole.....	Diameter, 13 $\frac{3}{4}$ "	Diameter, 13 $\frac{3}{4}$ "
40 ft. pole.....	Diameter, 14 $\frac{1}{2}$ "	Diameter, 15"
45 ft. pole.....	Diameter, 15 $\frac{1}{4}$ "	Diameter, 16"

By order of the Commission:
This December 3, 1920.

R. O. SELF,
Clerk.

SUPPLEMENTAL RULES AND SPECIFICATIONS FOR WIRE CROSSINGS OVER RAILROADS

(Supplemental Rules Promulgated by the North Carolina Corporation Commission, December 3, 1920)

At a meeting of the North Carolina Corporation Commission, held at the office of the Commission, in the city of Raleigh, on March 10, 1921, the Commission took under consideration the question of amendment of rules and regulations regarding telephone, telegraph, and electric light and power wire crossings over railroads previously promulgated by the Commission, and after due consideration it was

ORDERED, That the rules and regulations governing wire crossings over railroads, promulgated by the Commission on December 3, 1920, be amended as follows:

1. The rules and specifications for crossings of telephone, telegraph, and electric light and power lines over railroads, as promulgated by the United States Bureau of Standards, may be used in the construction of such crossings in lieu of rules and specifications heretofore promulgated by the Commission.

2. Where existing wire crossings over railroads are now constructed in safe manner, reconstruction in accordance with specifications of either the U. S. Bureau of Standards or the American Railway Association will not be required, but upon complaint of any railroad and investigation by the Commission reconstruction of such crossings may be ordered by the Commission where such reconstruction may appear necessary for the protection and safety of the traveling public.

3. Nothing contained in rules heretofore promulgated, or in this amendment thereto, shall be construed as requiring the owner or operator of power, telephone, or telegraph lines to assume the expense of changes in or reconstruction of same in order to meet the requirements of said rules, where the crossing is made by a railroad subsequent to the construction of such telephone, telegraph, electric light or power lines.

By order of the Commission:
This March 10, 1921.

R. O. SELF,
Clerk.

M. V. C. CIRCULAR NO. 1

MOTOR VEHICLE CARRIER'S PASSENGER TARIFF

Applicable to all Motor Vehicle Carriers operating between the cities of Greensboro and Charlotte, over State Highway Route Numbers ten and fifteen, under the Commission's order dated April 11, effective April 15, 1925.

ONE WAY RATES IN CENTS PER ADULT PASSENGER

Between	Greensboro	Jamestown	High Point	Thomasville	Lexington	Yadkin	Spencer	Salisbury	China Grove	Landis	Kannapolis	Concord	Jackson School	Harrisburg	Newell	Charlotte
Greensboro.....	.40	.55	.80	1.20	1.65	1.75	1.80	2.15	2.25	2.35	2.60	2.70	2.95	3.10	3.35	
Jamestown.....	.40	.....	.25	.40	.80	1.25	1.35	1.40	1.75	1.85	1.95	2.20	2.30	2.55	2.70	2.95
High Point.....	.55	.25	.....	.25	.65	1.10	1.20	1.25	1.60	1.70	1.80	2.05	2.15	2.40	2.55	2.80
Thomasville.....	.80	.40	.25	.....	.40	.85	.95	1.00	1.35	1.45	1.55	1.80	1.90	2.15	2.30	2.55
Lexington.....	1.20	.80	.65	.40	.....	.45	.55	.60	.95	1.05	1.15	1.40	1.50	1.75	1.90	2.15
Yadkin.....	1.65	1.25	1.10	.85	.45	.....	.25	.25	.50	.60	.70	.95	1.05	1.30	1.45	1.70
Spencer.....	1.75	1.35	1.20	.95	.55	.25	.....	.25	.40	.50	.60	.85	.95	1.20	1.35	1.60
Salisbury.....	1.80	1.40	1.25	1.00	.65	.25	.25	.....	.25	.45	.55	.80	.90	1.15	1.30	1.55
China Grove.....	2.15	1.75	1.60	1.35	.95	.50	.40	.35	.....	.25	.25	.45	.55	.80	.95	1.20
Landis.....	2.25	1.85	1.70	1.45	1.05	.60	.50	.45	.25	.....	.25	.35	.45	.70	.85	1.10
Kannapolis.....	2.35	1.95	1.80	1.55	1.15	.70	.60	.60	.25	.....	.25	.35	.35	.60	.75	1.10
Concord.....	2.60	2.20	2.05	1.80	1.40	.95	.85	.85	.45	.35	.....	.25	.35	.50	.85	
Jackson School.....	2.70	2.30	2.15	1.90	1.50	1.05	.95	.90	.55	.45	.35	.....	.25	.40	.65	
Harrisburg.....	2.95	2.55	2.40	2.15	1.75	1.30	1.20	1.15	.80	.70	.60	.35	.25	.....	.25	.00
Newell.....	3.10	2.70	2.55	2.30	1.90	1.45	1.35	1.30	.95	.85	.75	.50	.40	.25	.....	.25
Charlotte.....	3.35	2.95	2.80	2.55	2.15	1.70	1.60	1.55	1.20	1.10	1.00	.75	.65	.40	.25	.....

The minimum fare shall be twenty-five cents per adult passenger.

Children over five years of age and under twelve years of age, when accompanied by adult passenger, one-half the regular fare shall be charged.

Above tariff issued by:

A. B. C. Kirk, President, Piedmont State Line, Inc., Salisbury, N. C.; Guy J. Shields, President, Dixie Motor Coach Line, Charlotte, N. C.; A. B. C. Kirk, Owner, Kirk's Auto Bus Service, Salisbury, N. C.; Marvin Farlow, Owner, Blue Star Bus Line, High Point, N. C.; L. B. Cress, President, Charlotte-Concord Bus Line, Inc., Concord, N. C.; R. O. Walters, President, White Bus Line, Concord, N. C.; L. F. Barnard, President, Royal Blue Transp. Co., Greensboro, N. C.

No supplement to this tariff shall be issued except by and with the permission of the Corporation Commisson.

Approved by the Corporation Commission, this April 23d, 1925.

R. O. SELF, Clerk.

Effective April 27, 1925.

M. V. C. CIRCULAR NO. 2

To All Licensed Motor Bus Drivers:

GREETINGS: The Commission directs that your attention be called to Chapter 255, Public Laws of 1923, which requires every person driving any motor vehicle on the public highway on approaching railroad grade crossings to STOP, LOOK and LISTEN before passing thereover. The law was enacted for the sole purpose of protecting persons and property. It is still in force and should be strictly observed by the drivers of Motor Busses.

Your occupation is similar to that of a locomotive engineer, with human lives entrusted to your care, you must not take chances at railroad crossings. It is your duty to exercise every precaution within your power to protect the lives of passengers.

The Commission has received complaints in regard to the violations of this law by some Motor Bus drivers. This is a serious matter, and unless the law is observed the Commission will be forced to take action in regard to such violations.

R. O. SELF, Clerk.

M. V. C. CIRCULAR NO. 3

SIRS: The Corporation Commission is sending you, under separate cover, a supply of Driver's Trip Report blanks, as is required by the Order of the Commission of March 14, 1925.

When you need additional blanks, you may order them from the Commissioner of Labor and Printing at cost. This arrangement has been made in the interest of uniformity, but you may have them printed anywhere you prefer. A bill will be sent to you soon for the blanks now being mailed to you.

The Order requires that each driver keep an accurate account of all fares, as provided on this form, and each Motor Vehicle Carrier is required to keep same on hand subject to the inspection of the Commission, the Commissioner of Revenue, or their agents; and the carrier is required to make monthly report to the Commissioner of Revenue from this record.

Respectfully,

R. O. SELF, Clerk.

M. V. C. CIRCULAR NO. 4

IN RE EXAMINATION OF MOTOR VEHICLE DRIVERS UNDER CHAPTER 50 PUBLIC LAWS OF 1925

ORDER

IT IS HEREBY ORDERED that Examinations be held for the examination of applicants for Drivers' Permits under Section Six of Chapter Fifty, Public Laws of one thousand nine hundred twenty-five, on the following dates at the following places:

May 25, 26, 27, and 28.....	Six Walter Hotel.....	Raleigh
May 29 and 30.....	Malbourne Hotel.....	Durham
May 25.....	Terminal Hotel.....	Goldsboro
May 26.....	Cape Fear Hotel.....	Wilmington
May 27.....	Prince Charles Hotel.....	Fayetteville
May 28.....	Lorraine Hotel.....	Lumberton
May 30.....	Ricks Hotel.....	Rocky Mount
June 1, 2, and 3.....	O'Henry Hotel.....	Greensboro
June 2.....	Southern Hotel.....	Elizabeth City
June 3.....	Gaston Hotel.....	New Bern
June 4.....	Elwood Hotel.....	High Point
June 5 and 6.....	Yadkin Hotel.....	Salisbury
June 5.....	Vance Hotel.....	Statesville
June 6.....	Huffery Hotel.....	Hickory
June 8 and 9.....	Zinzendorf Hotel.....	Winston-Salem
June 8.....	Carlheim Hotel.....	Lenoir
June 9.....	Blowing Rock Hotel.....	Blowing Rock
June 10, 11, and 12.....	Mecklenburg Hotel.....	Charlotte
June 11.....	Mariana Hotel.....	Marion
June 13.....	Armington Hotel.....	Gastonia
June 13.....	Bluemont Hotel.....	North Wilkesboro
June 15.....	Myrtle Hotel.....	Elkin
June 16, 17, and 18.....	Langren Hotel.....	Asheville
June 19.....	Court House.....	Sylva

All drivers of motor vehicles under the Bus Regulation Act, otherwise known as Chapter Fifty, Public Laws, 1925, are operated by authority of a temporary permit, which expires on June 22, 1925, under the Commission's order of March 14, 1925, therefore, examinations referred to above are being held, as required by law, for the purpose of issuing permanent Drivers' Permits, and Representatives of the Commission will hold examinations on the dates and at the places mentioned above.

All holders of temporary Drivers' Permits, and other persons wishing to drive busses or automobiles engaged in transporting passengers or property on the highways of the State are requested to present themselves at one of the places mentioned above which is most convenient to them, for the purpose of examination.

Drivers holding Temporary Permits and failing to be examined at one of the places mentioned above will not be permitted to drive a motor vehicle on or after June 22, 1925, until he has satisfactorily passed the examination prescribed by the Commission.

By order of the Commission:
This 14th day of May, 1925.

R. O. SELF,
Clerk.

M. V. C. CIRCULAR NO. 5

To All Motor-Vehicle Carriers Operating in North Carolina:

SIRS: This is to advise that examinations have been held under Section Six of the bus law and Drivers Permits have been issued or declined to all applicants to date; therefore, all drivers who expect to get permits have them. Section Six of the amended act states as follows:

No certificate holder under this act shall operate or permit any person to operate a motor-vehicle for the transportation of persons

or property for compensation in this State unless and until the operator thereof shall have obtained from the Corporation Commission a driver's permit.

Therefore, you will see that the burden is on the carrier and not on the driver, and the Commission will expect you not to let any of your cars be operated on and after September 1, 1925, by any driver who does not have a Permit from this office.

The law requires further that each driver shall keep the yellow card, which has been furnished each driver who has a permit, posted in the car for public observation while he is driving. He should have his photograph attached on the said card in the space indicated. Drivers will be expected to comply with this rule.

The law, in respect to all of the above, will be enforced by our inspectors after September 1, 1925, and the carriers employing drivers who have no permits and persons driving without permits will subject themselves to the penalties of the law.

Yours very truly,

CORPORATION COMMISSION:

R. O. SELF,

Clerk and Director of Motor Vehicle Transportation.

December 24, 1925.

To All Motor Vehicle Carriers Operating in North Carolina:

SIRS: The attention of the Commission has been called to the abuse of the Bus Pass privilege, and we, therefore, wish to refer you to the Commission's Order of March 14, 1925, which is in part as follows: "and no such carrier shall, directly or indirectly issue, give, tender, or honor any free fares, except to its bona fide officers, agents, employees, and members of their immediate household and supported by you, and the pass issued shall be good for transportation only over the line issuing same. This does not prohibit you from exchanging passes with other carriers, but should not be extended to employees of other carriers.

Upon receipt of this letter you should issue such passes as you desire to give to your officials, employees, and members of your family, and date them January 1, 1926, instructing your drivers to honor no passes from any one dated prior to that date. You should file with this office a list of the names and addresses of such persons with the number of each pass and the official or private connection of each with your bus line. No objection will be made to member carriers giving a pass to the Secretary of the Bus Association.

It is thought that compliance with this letter will eliminate a large number of passes which are now outstanding and have been since the bus law went into effect, and you should instruct your drivers that where prospective passengers present passes issued prior to January 1, 1926, to take them up and return them to you. If the driver finds one of the Association passes which has been issued prior to January 1, 1926, he should take it up and turn it in to you in order that you may return it to the Secretary of the Association.

Driver's permits issued by this office shall not be honored as passes. This is made necessary because of the fact that a great many persons have been

given permits who may never drive again or who since receiving such permits have gone into some other business.

As to that part of the order which states: "and such persons as the Commission may designate in its employ for the inspection of equipment and supervision of traffic upon the highways of the State," the Commission is of the opinion that inasmuch as these persons will be entitled to free transportation over all lines, it will be more convenient and save confusion to issue an identification pass to those persons designated by it. This will eliminate the necessity of your issuing passes to inspectors and such other persons as may be designated by the Commission and the number of such passes by the Commission will be very limited and will be used only when on official business. The passes issued by the Commission will be signed by R. O. Self, Clerk and Director of Motor Vehicle Transportation, and carry the seal of the Commission. Please instruct your drivers accordingly.

Yours very truly,

R. O. SELF,

Clerk and Director of Motor Vehicle Transportation.

M. V. C. CIRCULAR NO. 6

To All Motor Vehicle Carriers:

Your attention is called to our letter dated December 24, 1925, in regard to passes, in which you were requested to send in a list of the names of all persons to whom you issue passes, giving the reason for the issuance of each such pass.

You are now requested to file this list on or before February 10, 1926.

By order of the Commission:

R. O. SELF,

Clerk and Director of Motor Vehicle Transportation.

This January 26, 1926.

M. V. C. CIRCULAR NO. 7

To All Motor Vehicle Passenger Carriers:

GREETINGS: The Commission's order of May 8, 1925, requires that all Motor Vehicle Passenger Carriers shall, on and after May 20, 1925, check the baggage of its passengers. The protection provided by this order is mutual.

I am directed by the Commission to advise that on and after May 1, 1926, this order will be strictly enforced. All passenger carriers are required to check baggage under this order and any carrier who does not provide baggage checks and check baggage as required by the order of the Commission will be liable to the penalty provided by law.

Yours very truly,

R. O. SELF,

Clerk.

April 24, 1926.

M. V. C. CIRCULAR NO. 8

To All Motor Vehicle Carriers:

GREETINGS: The Commission has received a number of complaints from the various Motor Vehicle Carriers relative to the activity of operators of "For Hire Cars" and Taxis. The recent decision of the Supreme Court in the case of *State v. Andrews* held that an occasional trip made by a Taxi or "For Hire Car," where the service is solicited by the passenger, does not constitute operating a service; and, therefore, such operation is not subject to the Bus Regulation Act.

The "For Hire License Tax" for the ensuing year will be sold by the Revenue Department now in a few days, and the Commission has arranged to have the names of all applicants for these tags referred to this office in order that the applicants may be considered with a view to eliminating those who do not operate in accordance with law.

In order to properly pass on the applications for "For Hire Tags" it is necessary that all Motor Vehicle Carriers furnish this office with the names of all Taxi and For Hire car operators who have, and are now, holding themselves out to the general public for the transportation of passengers and property between cities and towns for compensation.

Please furnish this information on the enclosed blank as soon as possible.

Yours very truly,

R. O. SELF,

Clerk.

May 27, 1926.

To All Licensed Bus Drivers:

GREETINGS: I am directed by the Commission to advise that on and after June 15, 1926, a driver of any motor vehicle which is being operated under the Bus Regulation Act who fails to have his Driver's Permit Card issued by this office properly posted in the vehicle he is driving will subject his driver's permit to cancellation by the Commission.

This letter is written to you in order that you may correct any trouble that may exist in this particular before June 15, 1926.

Yours very truly,

R. O. SELF,

Clerk.

June 5, 1926.

LICENSE CERTIFICATES COVERING BUS OPERATIONS AS OF
JANUARY 1, 1927

A. & B. Coach Line, Inc., Asheville, N. C.

Authorized Operation: Asheville to Black Mountain, Highway No. 10; Asheville to Weaverville, Highway No. 29.

Angel, T. W., Franklin, N. C.

Authorized Operation: Franklin to Sylva, Highways Nos. 285 and 10; Franklin to Bryson City, Highways Nos. 286 and 10. Freight Line: Franklin to Dillsboro, Highway No. 285.

Appalachian Bus Co., Inc., Windom, N. C.

Authorized Operation: Asheville to Spruce Pine, Highways Nos. 29 and 69; Cane River Postoffice to North Carolina-Tennessee State Line, Highway No. 692.

Asheville-Oteen Bus Company, Oteen, N. C.

Authorized Operation: Asheville to Oteen, Highway No. 10.

Auton, J. M., Lincolnton, N. C.

Authorized Operation: Lincolnton to Shelby, Highway No. 206.

B. & H. Coach Lines, Inc., Lincolnton, N. C.

Authorized Operation: Charlotte to Asheville, via Lincolnton, Newton, Hickory, Highways 27, 16 and 10.

Bateman, Charles, Leaksville, N. C.

Authorized Operation: Spray to Stoneville, via Leaksville (County Road).

Biltmore Forest Stage Company, Biltmore, N. C.

Authorized Operation: Between Asheville, Biltmore and Biltmore Forest, Highway No. 29.

Blades, W. B., New Bern, N. C.

Authorized Operation: Beaufort to Atlantic, via Marshalburg, Davis and Sea Level (County Road).

Blevins, J. W., West Jefferson, N. C.

Authorized Operation: West Jefferson, N. C., to Trade, Tenn., via Warrensville, Creston and Southerland.

Blizzard & Banks Motor Express, Mount Airy, N. C.

Authorized Operation: Winston-Salem to Mount Airy, Highway No. 66.

Blue Nash Touring Car Line, Landrum, S. C.

Authorized Operation: Hendersonville to Tryon, Highways Nos. 29 and 191.

Blue Ridge Bus Line, Galax, Va.

Authorized Operation: Mount Airy to State Line. Destination Hillsdale, Va., Highway No. 66.

Blue Ridge Coach Line, Inc., Old Fort, N. C.

Authorized Operation: Marion to Spruce Pine, Highway No. 19. (Operation leased to B. & H. Coach Line, Inc., temporarily.)

Blue Ridge Trail Bus Line Co., 29 Carolina Lane, Asheville, N. C.

Authorized Operation: Asheville to Charlotte, via Rutherfordton, Highway No. 20; Hendersonville to Bat Cave, Highway No. 28.

Bost Transfer Company, Newton, N. C.

Authorized Operation: Statesville to Newton, Highway No. 10.

Brevard Bus Line, Asheville, N. C.

Authorized Operation: Hendersonville to Highland, via Brevard, Highway No. 28.

Call Motor Company, W. W., North Wilkesboro, N. C.

Authorized Operation: North Wilkesboro to Statesville, via Taylorsville, Highways Nos. 18, 67 and 75.

Camel City Coach Company, Winston-Salem, N. C.

Authorized Operation: Winston-Salem to Charlotte, Highways Nos. 65, 75 and 26; Winston-Salem to State Line, destination Martinsville, Va., Highway No. 77; Winston-Salem to Walnut Cove, Highways Nos. 77 and 89; Winston-Salem to Mount Airy, Highway No. 66; Winston-Salem to Greensboro, via Kernersville, Highway No. 60; Greensboro to High Point, Highway No. 10; High Point to Kernersville (County Road); Winston-Salem to North Wilkesboro, Highway No. 60; Winston-Salem to High Point, Highway No. 77; Lexington to Winston-Salem, Highway No. 64; Salisbury to Mocksville, Highway No. 80; Lexington to Newsome, via Southmont, Healing Springs and High Rock, via County Highways.

Carolina Central Bus Line, Asheboro, N. C.

Authorized Operation: Lexington to Moncure, via Asheboro and Pittsboro, Highways Nos. 75 and 54.

Carolina Coach Company, Raleigh, N. C.

Authorized Operation: Raleigh to Greensboro, Highway No. 10; Raleigh to Rocky Mount, Highway No. 90; Raleigh to Wilson, Highways Nos. 90 and 91; Raleigh to Fayetteville, Highways Nos. 21, 60, 22, via Lillington and Dunn; Smithfield to Fayetteville, Highway No. 22; Smithfield to Dunn, Highway No. 22; Durham to Chapel Hill, Highway No. 75.

Carolina Stage Lines, Lumberton, N. C.

Authorized Operation: Lumberton to North Carolina-South Carolina State Line, destination Florence, S. C., Highway No. 22.

Carolina Transit Company, Raleigh, N. C.

Authorized Operation: Raleigh to Greensboro, Highway No. 10; Greensboro to Winston-Salem, Highway No. 60; Raleigh to Rocky Mount, Highway No. 90; Raleigh to Wilson, Highways Nos. 90 and 91; Wilmington to Hamlet, Highway No. 20.

Carolina Truck Transportation Company, New Bern, N. C.

Authorized Operation: New Bern to Wilson, Highways Nos. 10, 12, and 40, via Fort Barnwell, Kinston, Snow Hill, LaGrange, Goldsboro, Pikeville, Fremont, Wilson; New Bern to Kinston, Highways Nos. 30 and 12, via Pollocksville to Trenton; New Bern to Wilson, Highways Nos. 30 and 91, via Bridgeton, Vanceboro, Chocowinity, Grimesland and Chicod, Greenville and Farmville; New Bern to Williamston, Highway No. 30, via Bridgeton, Vanceboro, Chocowinity and Washington; New Bern to Wilson, Highways Nos. 10, 11 and 91, via Fort Barnwell, Grifton, Ayden, Winterville, Greenville and Farmville; New Bern to Rocky Mount, Highways Nos. 10, 11, and 90, via Fort Barnwell, Grifton, Ayden, Winterville, Greenville, Bethel and Tarboro; New Bern to Raleigh, Highway No. 10, via Fort Barnwell, Kinston, LaGrange, Goldsboro, Princeton, Smithfield, and Clayton; New Bern to Morehead City and Beaufort, Highways Nos. 10 and 101; New Bern to Vandemere, Highway No. 302, via Bayboro and Aurora.

Carter, A. E., Mars Hill, N. C.

Authorized Operation: Asheville to Mars Hill, via Forks of Ivy and Weaver-ville, Highways Nos. 29 and 69.

C. & C. G. & O. Co., Inc., Tarboro, N. C.

Authorized Operation: Tarboro to Kinston, via Farmville, Highway No. 12.

Caudill Express Co., North Wilkesboro, N. C.

Authorized Operation: North Wilkesboro to Boone, Highway No. 60.

Central Coach Lines, Inc., High Point, N. C.

Authorized Operation: Winston-Salem to Greensboro via High Point, Highways Nos. 77 and 10; High Point to Asheboro, Highway No. 77; Greensboro to State Line, destination Danville, Va., Highway No. 70; Greenville to Asheboro, Highway No. 70. Passenger Operation: Wilmington to Carolina Beach via County Highways.

Central Motor Express Co., Asheboro, N. C.

Authorized Operation: Asheboro to Aberdeen via Pinehurst and Southern Pines, Highway No. 70; Lexington to Pittsboro via Asheboro and Siler City, Highway No. 75.

Charlotte-Raleigh Bus Line, Inc., Albemarle, N. C.

Authorized Operation: Charlotte to Raleigh via Albemarle and Sanford, Highways Nos. 27, 74 and 50.

Coble, C. M., Burlington, N. C.

Authorized Operation: Burlington to Graham, Highway No. 10.

Costner, Z. V., Shelby, N. C.

Authorized Operation: Shelby to Rutherfordton, Highway No. 20.

Cotton Transport Company, Charlotte, N. C.

Authorized Operation: Operating under Class F from Charlotte, N. C., transporting specific loads or commodities between Charlotte and other cities and towns.

Cox and Eggleston, Spray, N. C.

Authorized Operation: Leaksville-Spray, N. C., to State line on route to Fieldale, Va.

Durham-Roxboro Line, Durham, N. C.

Authorized Operation: Durham to Va.-N. C. State Line via Roxboro, Highway No. 13, destination South Boston, Va.

Eastern Carolina Coach Co., Inc., Charlotte, N. C.

Authorized Operation: Charlotte to Wilmington via Monroe, Wadesboro, Rockingham, Hamlet, Laurinburg, Lumberton, Chadbourn and Whiteville, Highway No. 20; Lumberton to Fayetteville via St. Pauls, Highway No. 22.

Edgerton Bus Lines, Inc., Suffolk, Va.

Authorized Operation: Edenton, N. C., to Virginia-North Carolina State Line, destination Suffolk, Va., Highways Nos. 32 and 30.

Elkin-Alleghany Bus Line, Inc., Elkin, N. C.

Authorized Operation: Winston-Salem to Sparta via Yadkinville, Brooks Cross Roads and Elkin, Highways Nos. 60 and 26.

Ervin & Grady, Kinston, N. C.

Authorized Operation: Kinston to Washington via Greenville, Highways Nos. 11 and 91; Greenville to Wilson, Highway No. 91.

E. T. & W. N. C. Motor Transportation Co., Johnson City, Tenn.

Authorized Operation: Spruce Pine to N. C.-Tenn. State Line about three miles beyond Elk Part on route to Johnson City, Highway No. 69.

Farmer, Milton (Colored), Goldsboro, N. C.

Authorized Operation: Raleigh to Warsaw via Goldsboro and Mount Olive, Highways Nos. 40 and 10.

Farrar's Motor X-Press, Statesville, N. C.

Authorized Operation: Statesville to North Wilkesboro, Highways Nos. 75 and 67; Taylorsville to Hickory via Conover, Highways Nos. 67 and 10.

Fort Bragg Coach Co., Fayetteville, N. C.

Authorized Operation: Fayetteville to Fort Bragg, Highway No. 53.

Franklin-Murfreesboro Bus Co., Inc., Franklin, Va.

Authorized Operation: Murfreesboro to State Line, destination Franklin, Va., Highway No. 485.

Fredrickson Motor Express Corporation, Charlotte, N. C.

Authorized Operation: Charlotte to Shelby, Highway No. 20; Charlotte to Statesville, Highway No. 26; Charlotte to Greensboro, Highways Nos. 15 and 10; Charlotte to Lenoir via Lincolnton and Hickory, Highways Nos. 27, 16, 10 and 17; Salisbury to Statesville, Highway No. 10; Lexington to Winston-Salem, Highway No. 64; Shelby to Asheville, Chimney Rock and Hendersonville, Highways Nos. 20, 28 and 29; Statesville to Winston-Salem, Highways Nos. 75 and 65.

G. & W. Motor Express, Charlotte, N. C.

Authorized Operation: Charlotte to Hamlet, Highway No. 20; Charlotte to Rock Hill, S. C., Highways Nos. 26 and 261; Charlotte to Troy via Albemarle and Mount Gilead, Highways Nos. 27, 74, 515, 51 and 74.

Gilliam, A. A., Banner Elk, N. C.

Authorized Operation: Elk Park to Boone via Banner Elk and Vilas, Highways Nos. 60 and 69.

Goldsboro and Wilson Bus Line, Goldsboro, N. C.

Authorized Operation: Goldsboro to Wilson, Highway No. 40.

Granite City Bus Co., Inc., Mount Airy, N. C.

Authorized Operation: Statesville to Mount Airy via Elkin, Highways Nos. 26, 268 and 80.

Greensboro-Fayetteville Bus Line, Inc., Asheboro, N. C.

Authorized Operation: Sanford to Rockingham, Highways Nos. 74 and 50; Greensboro to Fayetteville via Aberdeen and Asheboro, Highways Nos. 70 and 24; Durham to Fayetteville via Chapel Hill, Pittsboro, Sanford, Jonesboro, Fort Bragg, Highways Nos. 75 and 53; Greensboro to Asheboro, Highway No. 70; Fayetteville to Kinston via Clinton, Warsaw, Kenansville, Highways Nos. 24 and 11.

Hall, O. V., Franklin, N. C.

Authorized Operation: Franklin to Bryson City, Highway No. 286.

Hampton Roads Transportation Co., Elizabeth City, N. C.

Authorized Operation: Elizabeth City, N. C., to Virginia-North Carolina State Line via Moyock, Highway No. 34; Elizabeth City, N. C., to Virginia-N. C. State Line via South Mills, Highways Nos. 34 and 341.

Hamrick & Company, Forest City, N. C.

Authorized Operation: Marion, N. C., to State Line near Cliffside on route to Spartanburg, S. C., Highways Nos. 19 and 207; Rutherfordton to Tryon, Highway No. 19.

Hayes Bus Lines, Inc., Columbia, S. C.

Authorized Operation: Charlotte, N. C., to S. C. State Line via Waxhaw, Highways 20 and 25.

Highway Motor Transit Co., Raleigh, N. C. (Leased to Safety Transit Lines, Inc.), August 5, 1926.

Authorized Operation: Raleigh to Wilmington via Goldsboro, Highways Nos. 10 and 40.

Hillsboro-Chapel Hill Bus Line, Hillsboro, N. C.

Authorized Operation: Chapel Hill to Virginia State Line via Hillsboro and Yanceyville, Highway No. 14; (Same route for both Passenger and Freight Lines).

Hoyle's Bus Transfer, J. M., Gastonia, N. C.

Authorized Operation: Gastonia to Cramerton via Lowell, McAdenville and Ranlo, Highway No. 20.

Hudson Touring Car Line, Brevard, N. C. (Operation has been temporarily discontinued.)

Authorized Operation: Brevard to S. C. State Line, Highway No. 284 on route to Greenville, S. C.

Huffman, W. R., Trenton, N. C.

Authorized Operation: From Trenton to other cities and towns. (Class F.)

Huffstetler, E. A., Lincolnton, N. C.

Authorized Operation: Gastonia to Lincolnton, Highway No. 16.

Independent Coach Line, Inc., Waynesville, N. C.

Authorized Operation: Asheville to Murphy, Highway No. 10.

Independent Touring Car Line, Inc., Asheville, N. C.

Authorized Operation: Asheville to Hendersonville, Highway No. 29.

Inter-Carolinias Motor Bus Co., Inc., Gastonia, N. C.

Authorized Operation: Shelby to Morganton, Highway No. 18; Charlotte to Shelby, Highway No. 20; Gastonia to Cherryville via Bessemer City, Highway No. 20 and County Road; Charlotte to State Line near Fort Mill, S. C., to Rock Hill, Highways Nos. 26 and 261; Gastonia to Clover near State Line on to York and Rock Hill, S. C.; Gastonia to Grover near State Line on to Gaffney and Spartanburg, S. C.

Kirk's Motor Bus Lines, Inc., Salisbury, N. C.

Authorized Operation: Salisbury to Dukeville via East Spencer.

Landreth, E. D., Greensboro, N. C.

Authorized Operation: Greensboro to Mount Gilead; Greensboro to Winston-Salem, Highway No. 60; Greensboro, Asheboro and Ramseur, Highways Nos. 70 and 75; Greensboro, Salisbury and Statesville; Highway No. 10; Charlotte, Salisbury, Albemarle, Badin, Highways Nos. 15, 80 and 21.

Leaksville-Danville Bus Line, Spray, N. C.

Authorized Operation: Leaksville, N. C., to State Line on route to Danville, Va.

Leaksville-Reidsville Bus Line, Spray, N. C.

Authorized Operation: Reidsville to Leaksville, Highways Nos. 65 and 709.

Leigh & Durham, Chapel Hill, N. C.

Authorized Operation: Durham to Chapel Hill, Highway No. 75.

Lenoir-Blowing Rock Line, Inc., Lenoir, N. C.

Authorized Operation: Lenoir to Morganton, Highway No. 18; Lenoir to North Wilkesboro, Highway No. 18; Boone to Hickory via Blowing Rock and Lenoir, Highway No. 17.

Lone Trail Bus Line, Inc., Walnut, N. C.

Authorized Operation: Asheville, N. C., to Tenn.-N. C. State Line on route to Johnson City, Tenn., Highways Nos. 20 and 29.

Madison Bus Co., Marshall, N. C.

Authorized Operation: Asheville to Marshall, N. C., via Weaverville and Mars Hill, Highways Nos. 29 and 69.

Manous, T. M., Albemarle, N. C.

Authorized Operation: Concord to Albemarle via Mount Pleasant, Highway No. 74.

Miller, S. H. & Son, Canton, N. C.

Authorized Operation: Asheville to Waynesville via Canton, Highway No. 10.

Miller Transfer Company, West Jefferson, N. C.

Authorized Operation: Boone to Sparta via West Jefferson, Highway, No. 69.

Mitchell, J. E., Windsor, N. C., or Wakefield, Va.

Authorized Operation: Washington to Aulander, Highway No. 30; Washington to Belhaven, Highway No. 91.

Moses, Allen (Colored), Goldsboro, N. C.

Authorized Operation: Goldsboro to Kinston, Highway No. 10.

McPherson Bus Line, Elizabeth City, N. C.

Authorized Operation: Elizabeth City to State Line, destination Norfolk, Va., Highways Nos. 34 and 341; Elizabeth City to Edenton, Highway 342; Elizabeth City to State Line, destination Norfolk, Va., Highway No. 34 via Camden, Belcross, Gregory, Shawboro, Snowden and Moyock.

Nash Bus Line, Wilson, N. C.

Authorized Operation: Wilson to Rocky Mount via Elm City and Sharpsburg, Highway No. 40.

Norfolk-Carolina Bus Corporation (Colored), Norfolk, Va.

Authorized Operation: Elizabeth City to Norfolk, Highway No. 34.

Orange Bus Line, Oxford, N. C.

Authorized Operation: Durham to Henderson via Oxford and Oxford to State Line, Highways Nos. 75 and 57, to Chase City, Va. Operating only Durham to Henderson.

Piedmont Bus Line, Greensboro, N. C.

Authorized Operation: Greensboro to Mayodan via Stokesdale and Madison; Greensboro to Sanford, Highway No. 60.

Red Star Bus Line, High Point, N. C.

Authorized Operation: High Point to Asheboro via Randleman, Highways Nos. 77 and 70.

Red Top Bus Line, Greenville, S. C.

Authorized Operation: Hendersonville, N. C. to State Line at Chestnut Springs on route to Greenville, S. C., Highway No. 29.

Rhyne, Ray R., Dallas, N. C.

Authorized Operation: Dallas to Gastonia, Highway No. 16.

Royal Blue Transportation Company, Inc., Greensboro, N. C.

Authorized Operation: Greensboro, N. C. to Danville, Va., Highway No. 70.

Safety Transit Line, Inc., Raleigh, N. C.

Authorized Operation: Raleigh to Weldon via Wake Forest, Henderson, Norlina, Warrenton, Littleton and Roanoke Rapids, Highways Nos. 50, 58, 48, and 40; Franklinton to Nashville via Louisburg and Castalia, Highways Nos. 56 and 58; Rocky Mount to Spring Hope via Nashville, Highway No. 90.

Seashore Transportation Company, Kinston, N. C.

Authorized Operation: Wilmington to New Bern, Highway No. 30; Goldsboro to Morehead City, Highways Nos. 10 and 101, also by Nos. 10, 12, 30 to New Bern thence via 10 and 101 to Morehead City; New Bern to Washington, Highways Nos. 30 and 91; New Bern to Oriental, Highway No. 302; New Bern to Beaufort via Havelock, Highway No. 10.

Shore Bros. Transfer Co., Boone, N. C.

Authorized Operation: North Wilkesboro to Zionville via Boone, Highway No. 60; Vilas to Elk Park via Valle Crucis and Banner Elk, Highway No. 69; Boone to Todd, Highway No. 69.

Shouse, W. S., Winston-Salem, N. C.

Authorized Operation: Reidsville to Winston-Salem, Highway No. 65.

Shugart, C. A., Statesville, N. C.

Authorized Operation: Statesville to Elkin, Highway No. 26.

Smith-Kirby Transfer, Lenoir, N. C.

Authorized Operation: Hickory to Boone via Lenoir and Blowing Rock, Highway No. 17; Lenoir to Statesville via Taylorsville, Highways Nos. 18 and 75; Morganton to North Wilkesboro via Lenoir, Highway No. 18; Blowing Rock to Linville, Highway No. 175.

Southerland Brothers, Goldsboro, N. C.

Authorized Operation: Goldsboro to Washington via Kinston and Greenville, Highways Nos. 10, 11, and 91.

Southern Coach Company, Greensboro, N. C.

Authorized Operation: Greensboro to Charlotte, Highways Nos. 10 and 15.

Statesville-Salisbury Coach Co., Statesville, N. C.

Authorized Operation: Salisbury to Statesville, Highway No. 10.

Statesville-Taylorsville-Lenoir Bus Line, Taylorsville, N. C.

Authorized Operation: Statesville to Lenoir via Taylorsville, Highways Nos. 18 and 75.

Swan Quarter-Belhaven Motor Bus Line, Swan Quarter, N. C.

Authorized Operation: Swan Quarter to Belhaven, Highway No. 91.

Taylor & Barr Bus Line, Seven Mile Ford, Va.

Authorized Operation: West Jefferson to Virginia State Line, destination Chilhowie, Va., via Grassy Creek, Crumpler and Healing Springs, Highway No. 68.

Teague Brothers Taxi Co., Boone, N. C.

Authorized Operation: Boone, N. C., via Zionville to Bristol, Tenn., Highway No. 60.

Transit Corporation of Norfolk, Norfolk, Va.

Authorized Operation: Rocky Mount via Weldon, Highways Nos. 40, 48 and 485 to State Line, destination Franklin and Norfolk, Va.; Rocky Mount via Tarboro, Highways Nos. 90, 12, 125, 305 and 30 from Aulander to State Line via Winton, Gatesville and Sunbury; Rocky Mount, via Tarboro, Highway No. 90 to Bethel and Williamston; Greenville to Bethel, Highway No. 11.

Truck Transfer Co., Bristol, Va.-Tenn.

Authorized Operation: Route 194 from Tenn.-N. C. State Line near Elk Park, N. C. via Cranberry, Highway No. 69 to Spruce Pine and Burnsville to Forks of Ivy, thence No. 29 via Weaverville over Route 20 to Asheville; Route 194 Cranberry to Newland, thence over Highway No. 175 to Blowing Rock; Elk Park via Route No. 69 to Banner Elk.

Tuckaseegee Bus Line, Sylva, N. C.

Authorized Operation: Sylva to Rich Mountain (County Road).

Viall and Green, Southern Pines, N. C.

Authorized Operation: Southern Pines to Pinehurst and Southern Pines to Aberdeen, Highway No. 50.

Waller, H. W., Albemarle, N. C.

Authorized Operation: Salisbury to Albemarle, Highway No. 80.

Waller and Caudle, Albemarle, N. C.

Authorized Operation: Albemarle to Wadesboro, Highway No. 80.

Washam, J. Marion, Mooresville, N. C.

Authorized Operation: Mooresville to Kannapolis (County Roads).

White Bus Line, Inc., Concord, N. C.

Authorized Operation: Charlotte to Winston-Salem, via Statesville over Highways Nos. 26, 75 and 65.

White Star Bus Line Company, Albemarle, N. C.

Authorized Operation: Charlotte to Albemarle, Highway No. 27.

Williamson, J. L., Smokemont; N. C.

Authorized Operation: Smokemont to Bryson City, via Cherokee and Ela, Highways Nos. 107 and 10.

Wilson-Greenville Bus Line, Wilson, N. C.

Authorized Operation: Wilson to Greenville, via Farmville, Highway No. 91.

Winston-Elkin Motor Express, Elkin, N. C.

Authorized Operation: Winston-Salem to Elkin, Highways Nos. 26 and 60.

Woodie Transfer Line, The, West Jefferson, N. C.

Authorized Operation: West Jefferson to North Wilkesboro, Highways Nos. 60 and 68. Same route for freight line.

PART TWO

COMPILATION FROM ANNUAL STATISTICAL REPORTS OF ALL RAILROAD COMPANIES
OPERATING IN NORTH CAROLINA, SHOWING CAPITALIZATION, OPERATING
REVENUES, ETC., FOR YEARS ENDING DECEMBER 31, 1924 AND 1925.

ATLANTIC COAST LINE RAILROAD COMPANY

COMPILE OF RAILROAD RETURNS FOR THE YEARS ENDING DECEMBER 31, 1924 AND 1925

PRINCIPAL GENERAL OFFICERS—1925

Title	Name	Official Address
President	J. R. Kenly.....	Wilmington, N. C.
Executive Vice-President	Lyman Delano	Wilmington, N. C.
Vice-President	George B. Elliott	Wilmington, N. C.
Vice-President	R. A. Brand	Wilmington, N. C.
Vice-President	H. L. Borden	New York, N. Y.
Vice-President	P. R. Albright	Wilmington, N. C.
Vice-President	T. F. Darden	Wilmington, N. C.
Secretary	H. L. Borden	New York, N. Y.
Treasurer	John T. Reid	Wilmington, N. C.
General Counsel	George B. Elliott	Wilmington, N. C.
Comptroller	W. D. McCaig	Wilmington, N. C.
General Manager	P. R. Albright	Wilmington, N. C.
Chief Engineer	J. E. Willoughby	Wilmington, N. C.
Tax Agent	C. S. Morse	Wilmington, N. C.
General Superintendent Motive Power	R. D. Hawkins	Wilmington, N. C.

DIRECTORS

H. Walters, Baltimore, Md.; George C. Jenkins, Baltimore, Md.; Waldo Newcomer, Baltimore, Md.; J. J. Nelligan, Baltimore, Md.; F. B. Adams, New York, N. Y.; F. W. Scott, Richmond, Va.; F. K. Borden, Goldsboro, N. C.; Lyman Delano, Wilmington, N. C.; George B. Elliott, Wilmington, N. C.; Donald McRae, Wilmington, N. C.; W. W. MacKall, Savannah, Ga.; H. L. Borden, New York, N. Y.; J. R. Kenly, Wilmington, N. C.

HISTORY

1. Exact name of common carrier making this report: Atlantic Coast Line Railroad Company.
2. Date of organization: The existing records of the company do not show the date of organization. The organization was doubtless effected soon after March 14, 1836, the date that the charter was granted by the General Assembly of Virginia.
3. Under laws of what government, state or territory organized? If more than one, name them. Give reference to each statute and all amendments thereof:

Chartered and organized as Richmond and Petersburg Railroad Company by and under an act of the General Assembly of Virginia passed March 14, 1836, being chapter 121 of the Acts of 1835-36. Amended by Acts of the General Assembly of Virginia as follows: Chapter 51, session 1853-54, passed February 16, 1854; chapter 218, session 1865-66, passed December 12, 1865; chapter 74, session 1866-67, passed January 10, 1867; chapter 17, session 1869-70, approved March 5, 1870; chapter 635, session 1897-98, approved March 1, 1898; chapter 18, session 1899-1900, approved January 12, 1900.

Under the Act of the General Assembly of Virginia approved March 1, 1898, the Richmond and Petersburg Railroad Company purchased by deed from the Petersburg Railroad Company all of the property, rights, powers, privileges and franchises of the said Petersburg Railroad Company, which then became merged into the Richmond and Petersburg Railroad Company. The Petersburg Railroad Company had been chartered by an act of the General Assembly of Virginia passed February 10, 1830. Under the authority of said Act of March 1, 1898, the name of the Richmond and Petersburg Railroad Company was, November 21, 1898, changed to Atlantic Coast Line Railroad Company of Virginia. April 21, 1900, the railroads, property, appurtenances and franchises of the Norfolk and Carolina Railroad Company, the Wilmington and Weldon Railroad Company, and the Atlantic Coast Line Railroad Company of South Carolina were merged with and sold to the Atlantic Coast Line Railroad Company of Virginia, and the name of the company was changed to Atlantic Coast Line Railroad Company; all under authority of said act of the General Assembly of Virginia, approved January 12, 1900, and chapter 105 of the Private Laws of North Carolina, session 1899, ratified February 24, 1899, and article

3 of chapter 51 of the Civil Statute Laws of South Carolina, and chapter 50 of the Statutes at Large of South Carolina, approved March 9, 1896.

The Norfolk and Carolina Railroad Company had been incorporated as the Chowan and Southern Railroad Company by act of the General Assembly of Virginia approved May 5, 1887, and under an amendment approved January 27, 1888, the name was changed to Norfolk and Carolina Railroad Company. The Wilmington and Weldon Railroad Company had been chartered as the Wilmington and Raleigh Railroad Company by an act of the General Assembly of North Carolina ratified January 3, 1834, and under an amendment ratified February 14, 1855, the name was changed to Wilmington and Weldon Railroad Company. The Atlantic Coast Line Railroad Company of South Carolina had been chartered by an act of the General Assembly of South Carolina approved March 5, 1887. Under articles of agreement, consolidation and merger, made and entered into April 10, 1902, all of the capital stock, property and franchise of the Savannah, Florida and Western Railroad Company was merged with and sold to the Atlantic Coast Line Railroad Company. The said merger and sale of said properties of Savannah, Florida and Western Railway Company being into the Atlantic Coast Line Railroad Company, which was then and there a Virginia corporation, and being made on the part of the Atlantic, Coast Line Company, under authority of its charter, the said acts of the General Assembly of Virginia approved January 12, 1900, which said charter limited its actions thereunder to the acquisition by it of other railroad companies, by way of merger of such other railroad into their absorption by it, the said Atlantic Coast Line Railroad, and being authorized on the part of the other States in which the lines of the Savannah, Florida and Western Railway Company were incorporated by various statutes providing for and authorizing the merger, sale, and acquisition of such lines by other railroad companies, and in particular by article 3 of chapter 50 of the Code of South Carolina of 1902, and section 2179 of the Code of Georgia of 1895, and section 2248 of the Code of Florida, 1892, and chapter 4615, Laws of Florida of 1897, approved June 5, 1897, and section 1169 of the Code of Alabama of 1896, as amended by the acts approved February 7th, Laws of 1899. The Savannah, Florida and Western Railway Company had been chartered November 25, 1879, under the provisions of a general act of the Legislature of the State of Georgia, approved February 29, 1876, and this charter was amended by an act of the General Assembly of the State of Georgia approved September 13, 1891.

Since April, 1902, the Atlantic Coast Line Railroad Company has lawfully acquired the property rights, powers, privileges and franchises of the following companies:

St. Johns and Lake Eustis Railroad Company, by deed dated June 12, 1902. This company on June 8, 1896, filed application for charter under the laws of the State of Florida, and this charter was issued on September 5, 1896. The purchase of this property was made under authority of said act of the General Assembly of Virginia of January 12, 1900, and section 2246 of the Revised Statutes of Florida, 1892, and chapter 4615 of the Laws of Florida, 1897, approved June 5, 1897.

The Florida Southern Railroad Company, by deed dated March 19, 1903. This company on April 27, 1892, filed application for charter under the general laws of Florida, and on the same date this charter was issued. The purchase of this property was made under the same authority as in the case of St. Johns and Lake Eustis Railroad Company.

The Sanford and St. Petersburg Railroad Company, by deed dated March 19, 1903. This company on August 12, 1893, filed application for charter under the general laws of Florida, and this charter was issued October 26, 1893, and amended January 21, 1901. The purchase of this property was made under the same authority as in the case of St. Johns and Lake Eustis Railroad Company.

Jacksonville and Southwestern Railroad Company, by deed dated July 28, 1904. This company on February 4, 1899, filed application for charter under the general laws of Florida, and this charter was issued March 11, 1899, and amended by certificate filed with and approved by the Secretary of State of Florida May 9, 1900. The purchase of this property was made under the same authority as in the case of St. Johns and Lake Eustis Railroad Company.

The Winston and Bone Valley Railroad Company, by deed dated February 18, 1909. This company on December 21, 1892, filed application for charter under the general laws of the State of Florida, and this charter was issued on the same date. The purchase of this property was made under authority of said act of the General Assembly of Virginia of January 12, 1900, and sections 2812 and 2815 of the General Statutes of Florida, 1906.

The Conway, Coast and Western Railroad Company, by deed dated July 1, 1912. This company was incorporated as the Conway and Seashore Railroad Company by an act of the General Assembly of South Carolina approved February 28, 1899. Under authority of the General Laws of South Carolina, the Secretary of State of South Carolina on July 28, 1904, granted an amendment of the charter and under said amendment the name of the company was changed to Conway, Coast and Western Railroad Company. The purchase of this property was made under authority of said acts of the General Assembly of Virginia approved January 12, 1900, and No. 446 of the acts of the General Assembly of South Carolina, session of 1912.

Property of Sanford and Everglades Railroad Company, except its franchise, by deed of October 15, 1913. This company was incorporated July 31, 1908, under the laws of the State of Florida. The purchase of this property was made under authority of said act of the General Assembly of Virginia of January 12, 1900, and sections 2812 and 2815 of the General Statutes of the State of Florida, 1906, as amended.

Property formerly belonging to the Florida Central Railroad Company between Fincher and Fanlew, in Florida, which was sold under foreclosure and conveyed to this company by deed, dated February 27, 1915, from the purchaser at said foreclosure sale. The purchase of this property was made under authority of said act of General Assembly of Virginia approved January 12, 1900, and sections 2812 and 2815 of the General Statutes of Florida, 1906, as amended.

By an order entered June 3, 1924, the Interstate Commerce Commission authorized this company and Louisville and Nashville Railroad, to jointly lease the railroad extending from Elkhorn City, Ky., to Spartanburg, South Carolina, operated by Carolina, Clinchfield and Ohio Railway. Under this authority the properties, rights and franchises of Carolina, Clinchfield and Ohio Railway, Carolina, Clinchfield and Ohio Railway of South Carolina and Clinchfield Northern Railway of Kentucky (except the franchises to be corporations) were leased to this company and the Louisville and Nashville Railroad Company, jointly for 999 years from May 11, 1923, by indenture of lease dated October 16, 1924, and the properties delivered to the lessees on October 16, 1924. The leased properties are now being operated for the lessees by a separate organization known as Clinchfield Railroad Company.

By an order entered June 6, 1925, the Interstate Commerce Commission authorized this company to lease the railroad extending from Moore Haven, Florida, to Clewiston, Florida, operated by Moore Haven and Clewiston Railway Company. Under this authority all of the railroad property and franchises of the Moore Haven and Clewiston Railway Company, except its franchise to be a corporation, were leased to Atlantic Coast Line Railroad for a term of 99 years, beginning July 1, 1925. The leased properties are now being operated by the lessee.

During the year the respondent and L. & N. Railroad Company were lessees, jointly, of the property known as Georgia Railroad and of the property leased from C., C & O. Railway and others. These leased properties were each operated by separate operating organizations; that of the Georgia Railroad having existed for many years and that of the Clinchfield being in accordance with the requirements of Finance Docket 3131.

N. C. CORPORATION COMMISSION

ROAD OPERATED—ENTIRE LINE

	1924	1925
Main line and branches (miles)-----	4,707.37	4,727.76

CAPITAL STOCK, ETC.—ENTIRE LINE

	1924	1925
Capital stock-----	\$ 68,782,900.00	\$ 68,782,900.00
Capital stock, per mile-----	14,611.74	14,548.72
Funded debt-----	155,722,230.00	154,989,930.00
Funded debt, per mile-----	33,080.51	32,783.97
Cost of road-----	160,405,523.46	241,118,704.05
Cost of road, per mile-----	34,075.40	35,502.68
Cost of equipment-----	70,119,883.50	73,270,557.77
Cost of equipment, per mile-----	14,920.55	15,523.58
Cost of road and equipment, per mile-----	48,995.95	51,026.26
Operating revenue-----	81,785,921.31	93,997,697.79
Operating expenses (Interest on bonds not included)-----	60,335,125.77	64,966,121.44
Net operating revenue-----	21,450,795.54	29,031,576.35
Operating revenue, per mile-----	16,807.80	19,220.51
Operating expenses, per mile-----	12,399.45	13,284.17
Total freight revenue-----	57,288,726.36	64,657,121.06
Total passenger train service revenue-----	22,382,633.80	26,584,680.16
Freight revenue, per mile-----	11,773.39	13,220.99
Total number passengers carried earning revenue-----	5,628,505	5,378,564
Passenger service train revenue, per mile-----	4,509.85	5,435.98
Revenue from other sources-----	.03466	.03458
Average receipts per passenger, per mile-----		
Taxes paid-----	5,625,000.00	6,600,000.00

Employees (1924): Number—Executives, officials and staff assistants, 238; Professional, clerical and general, 3,371; Maintenance of way and structures, 6,483; Maintenance of equipment and stores, 8,240; Transportation (other than train, engine and yard), 3,790; Transportation (yardmasters, switchtenders and hostlers), 305; Transportation (train and engine service), 4,199. Total 26,626.

Employees (1925): Number—Executives, officials and staff assistants, 247; Professional, clerical and general, 3,584; Maintenance of way and structures, 6,416; Maintenance of equipment and stores, 8,569; Transportation (other than train, engine and yard), 3,569; Transportation (yardmasters, switchtenders and hostlers), 315; Transportation (train and engine service), 4,758. Total 27,458.

ATLANTIC COAST LINE RAILROAD COMPANY

7

ROAD OPERATED—NORTH CAROLINA

	1924	1925
Main line and branches (miles).....	1,007.64	1,028.3

CAPITAL STOCK, ETC.—NORTH CAROLINA

	1924	1925
*Capital stock.....	\$ 14,723,373.65	\$ 14,960,448.77
*Capital stock, per mile.....	14,611.74	14,548.72
*Funded debt.....	33,333,245.00	33,711,756.35
*Funded debt, per mile.....	33,080.50	32,783.97
*Cost of road.....	34,335,736.05	36,507,405.84
*Cost of road, per mile.....	34,075.40	35,502.68
*Cost of equipment.....	15,034,543.00	15,962,897.31
*Cost of equipment, per mile.....	14,920.55	15,523.58
*Cost of road and equipment, per mile.....	48,995.95	51,026.26
Operating revenue.....	19,629,943.96	20,593,553.84
Operating expenses (Interest on bonds not included).....	14,481,636.89	14,234,077.21
Net operating revenue.....	5,148,307.07	6,359,476.62
Operating revenue, per mile.....	19,374.20	20,003.84
Operating expenses, per mile.....	14,292.97	13,826.47
Total freight revenue.....	14,401,138.66	14,877,792.33
Total passenger train service revenue.....	4,989,026.83	5,260,246.38
Freight revenue, per mile.....	14,213.52	14,451.75
Total number passengers carried earning revenue.....	1,972,243	1,789,252
Passenger service train revenue, per mile.....	4,924.03	5,109.61
Revenue from other sources.....		
Average receipts per passenger, per mile.....	.03448	.03463
Taxes paid, North Carolina.....	1,084,729.95	1,272,465.37

*Estimated on mileage basis.

NORFOLK SOUTHERN RAILROAD COMPANY

PRINCIPAL GENERAL OFFICERS

Title	Name	Official Address
President	George R. Loyall.....	Norfolk, Va.
Vice-President	Ernest Williams.....	Lynchburg, Va.
Vice-President	E. D. Kyle	Norfolk, Va.
Secretary	M. S. Hawkins.....	Norfolk, Va.
Treasurer	J. F. George	Norfolk, Va.
General Counsel	W. B. Rodman	Norfolk, Va.
General Auditor	J. C. Nelms, Jr.	Norfolk, Va.
General Manager	F. P. Pelter	Norfolk, Va.
Chief Engineer	F. L. Nicholson	Norfolk, Va.
Superintendent Motive Power	A. C. Adams	Norfolk, Va.
General Superintendent (Electric lines)	L. B. Wickersham	Norfolk, Va.
Pier Agent	L. M. Jones	Norfolk, Va.

DIRECTORS

Philip Allen, Providence, R. I.; Frederic Bull, New York, N. Y.; Lewis L. Clarke, New York, N. Y.; C. E. Foy, New Bern, N. C.; E. C. Granbury, New York, N. Y.; Miles F. Figgott, New York, N. Y.; George W. Hill, New York, N. Y.; Alvin W. Kueh, New York, N. Y.; Luke V. Lockwood, New York, N. Y.; George A. Loyall, Norfolk, Va.; S. M. Nicholson, Providence, R. I.; Marsden J. Perry, Providence, R. I.; Marsden J. Perry, Jr., Providence, R. I.; R. H. Swartwout, New York, N. Y.; John T. Terry, New York, N. Y.; Ernest Williams, Lynchburg, Va.

HISTORY

1. Exact name of common carrier making this report: Norfolk Southern Railroad Company.
2. Date of organization: April 30, 1910. (Charter filed May 2, 1910).
3. Under laws of what government, state or territory organized? If more than one, name all. Give specific reference to each statute and all amendments thereof:
Virginia, pursuant to provisions of an act of the General Assembly of Virginia entitled "An Act Concerning Corporations," which became a law the 21st day of May, 1903, and amendments thereto.
4. If a consolidated or merging company, name all constituent and all merged companies. Give specific reference to charters or general laws governing organization of each, and all amendments of same:

NORFOLK AND SOUTHERN RAILROAD COMPANY

Organized June 1, 1891, under North Carolina General Law; certificates filed May, 1891. Norfolk and Southern Railroad Company, Albemarle and Panhandle Railroad Company, and Elizabeth City and Norfolk Railroad Company. Charter granted by State of North Carolina January 20, 1870, amended January 24, 1874, March 7, 1878, January 20, 1883, January 31, 1883. Ratified by State of Virginia, February 23, 1875, March 3, 1882, March 6, 1882, February 3, 1888. Amended in State of North Carolina March 2, 1889, March 11, 1889, March 10, 1891. Albemarle and Panhandle Railroad Company charter granted by North Carolina March 2, 1891. Authorized by resolutions of respective boards of directors June 1, 1891, and authorized by General Law of North Carolina, being noncompetitive roads.

MERGER OF NORFOLK AND SOUTHERN RAILROAD COMPANY AND ALBEMARLE AND PANHANDLE RAILROAD COMPANY

Norfolk and Southern Railroad Company foreclosed by sale April 1, 1891. Organized January 20, 1870, as the Elizabeth City and Norfolk Railroad Company. Name changed by legislative enactment January 31, 1883, to Norfolk Southern Railroad Company.

The Norfolk, Virginia Beach and Southern Railroad was purchased by this company on November 1, 1899, and merged into it. The Washington and Plymouth Railroad was purchased by this company

on January 15, 1904, operated until March 31, 1904, as an independent line, and merged into this company on April 1, 1904. On December 12, 1904, Chesapeake Transit Company, an electric line operated between Norfolk and Virginia Beach (23.55 miles), was acquired and merged with this company.

VIRGINIA AND CAROLINA COAST RAILROAD COMPANY

Organized June 30, 1905, under an act of the General Assembly, State of Virginia, entitled "An Act Governing Corporations," which became a law on the 21st day of May, 1903.

Suffolk and Carolina Railway Company organized under the laws of the States of Virginia and North Carolina, February 26, 1874, by virtue of authority of act of the General Assembly, State of Virginia, session 1872-74, chapter 185, approved March 19, 1873, incorporating Nansemond Land, Lumber and Narrow Gauge Railway Company; session 1883-84, page 236, chapter 192, approved February 26, 1884, amended and re-enacted the above act, changing the corporate name to the Suffolk and Carolina Railway Company; session 1885-86, page 109, chapter 114, approved February 12, 1886, amended and re-enacted the charter of the Suffolk and Carolina Railway Company.

Incorporated under the laws of the State of North Carolina, September 24, 1884; session 1887, chapter 94, page 181, confirms and continues the charter and franchises and corporate privileges, and grants additional powers, etc.; session 1889, chapter 272, page 277, grants additional powers, etc.

Carolina Coast Railroad Company, incorporated under authority chapter 49 of Code of North Carolina and ratified by the General Assembly of State of North Carolina, March 5, 1903. Merged January 27, 1906, under authority conferred by an act of General Assembly of the State of Virginia, which became a law on the 21st day of May, 1903, under which law this company was organized and an agreement of merger between the stockholders of the Virginia and Carolina Coast Railroad Company and Suffolk and Carolina Railway Company and Carolina Coast Railroad Company, dated January 10, 1906, and in conformity to an instrument dated January 27, 1906, authorizing said merger by the State of Virginia.

ATLANTIC AND NORTH CAROLINA COMPANY

Organized May 19, 1903, as Howland Improvement Company, chartered by Private Laws of North Carolina, 1903, chapter 271. Amended Laws 1905, Private, chapter 86, ratified February 15, 1905.

All amendments thereof, North Carolina.

PAMLICO, ORIENTAL AND WESTERN RAILROAD COMPANY

Organized March 9, 1891, under Laws of the State of North Carolina, chapter 461, Laws of 1891 Amended January 27, 1902.

November 28, 1906, the Norfolk and Southern Railroad, the Virginia and Carolina Coast Railroad the Raleigh and Pamlico Sound Railroad, and the Atlantic and North Carolina Railroad Company consolidated into one corporation, entitled the Norfolk and Southern Railway Company, as per agreement of consolidation dated October 29, 1906, filed in the office of the Secretary of State of North Carolina and in the office of the Corporation Commission of Virginia.

RALEIGH, CHARLOTTE AND SOUTHERN RAILWAY COMPANY

Organized October 3, 1911 (charter ratified by General Assembly of North Carolina, March 7, 1911), under an act of the General Assembly of the State of North Carolina entitled "An Act to Incorporate the Raleigh, Charlotte and Southern Railway Company."

This company consolidated with the Raleigh and Southport Railway Company, Durham and Charlotte Railroad Company, Sanford and Troy Railroad, and Aberdeen and Asheboro Railroad Company. The Raleigh and Southport Railway Company received its charter under chapter 304 of the Private Laws of North Carolina of the year 1905. The Durham and Charlotte Railroad Company received its charter under chapter 158 of the Private Laws of North Carolina of the session of 1893. The Sanford and Troy Railroad received its charter under the General Laws of the State of North Carolina of 1909. The Aberdeen and Asheboro Railroad Company received its charter under chapter 415 of the Private Laws of the State of North Carolina, session 1907, under an act to consolidate the Aberdeen and West End Railroad Company, the Aberdeen and Montgomery Railroad Company, and the Jackson Springs Railroad Company. This charter was amended by chapter 148 of the session of 1909 under an act to amend charter of the Aberdeen and Asheboro Railroad.

All the above consolidations were made by agreement dated February 1, 1912, by authority of the stockholders.

The Raleigh, Charlotte and Southern Railway Company were merged with the Norfolk Southern Railroad Company, January 1, 1914.

ROAD OPERATED—ENTIRE LINE

	1924	1925
Main line and branches (miles)-----	.790.26	790.26

CAPITAL STOCK, ETC.—ENTIRE LINE

	1924	1925
Capital stock.....	\$ 16,000,000.00	\$ 16,000,000.00
Capital stock, per mile.....	20,246.36	20,246.36
Funded debt.....	16,882,644.62	16,641,936.62
Funded debt, per mile.....	21,363.40	21,058.81
Cost of Road.....	27,144,179.52	27,336,431.53
Cost of road, per mile.....	34,348.43	34,591.69
Cost of equipment.....	5,937,056.36	5,905,385.10
Cost of equipment, per mile.....	7,512.78	7,472.71
Cost of road and equipment, per mile.....	41,861.21	42,064.40
Operating revenue.....	9,291,928.45	9,131,877.63
Operating expenses (Interest on bonds not included).....	6,932,095.49	6,686,087.82
Net operating revenue.....	2,359,832.96	2,445,789.81
Operating revenue, per mile.....	9,971.16	9,799.41
Operating expenses, per mile.....	7,438.83	7,174.84
Total freight revenue.....	7,495,904.52	7,595,415.71
Total passenger train service revenue.....	1,577,373.96	1,325,389.56
Freight revenue, per mile.....	8,043.85	8,150.64
Total number passengers carried earning revenue.....	1,655,224	1,334,231
Passenger service train revenue, per mile.....	1,692.68	1,422.25
Revenue from other sources.....		
Average receipts per passenger, per mile.....	.03073	.03082
Taxes paid, North Carolina.....	511,781.75	531,490.96

Employees (1924): Number—Executives, officials and staff assistants, 43; Professional, clerical and general, 462; Maintenance of way and structures, 729; Maintenance of equipment and stores, 723; Transportation (other than train, engine and yard), 589; Transportation (yardmasters, switchtenders and hostlers), 23; Transportation (train and engine service), 534. Total 3,103.

Employees (1925): Number—Executives, officials and staff assistants, 44; Professional, clerical and general, 440; Maintenance of way and structures, 735; Maintenance of equipment and stores, 664; Transportation (other than train, engine and yard), 579; Transportation (yardmasters, switchtenders and hostlers), 26; Transportation (train and engine service), 530. Total 3,018.]

ROAD OPERATED—NORTH CAROLINA

	1924	1925
Main line and branches (miles).....	679.97	679.97

CAPITAL STOCK, ETC.—NORTH CAROLINA

	1924	1925
*Capital stock.....	\$ 13,866,917.40	\$ 13,866,917.40
*Capital stock, per mile.....	20,246.36	20,246.36
*Funded debt.....	14,526,471.09	14,319,359.03
*Funded debt, per mile.....	21,363.40	21,058.81
*Cost of road.....	23,355,901.94	23,521,311.44
*Cost of road, per mile.....	34,348.43	34,591.69
*Cost of equipment.....	5,108,654.96	5,081,218.61
*Cost of equipment, per mile.....	7,512.78	7,472.71
*Cost of road and equipment, per mile.....	41,861.21	42,064.40
Operating revenue.....	8,203,995.92	7,986,646.30
Operating expenses (Interest on bonds not included).....	6,093,108.77	5,847,822.42
Net operating revenue.....	2,110,887.15	2,138,823.88
Operating revenue, per mile.....	10,019.05	9,753.61
Operating expenses, per mile.....	7,441.15	7,141.59
Total Freight revenue.....	6,789,690.91	6,797,772.80
Total passenger train service revenue.....	1,301,448.23	1,072,554.89
Freight revenue, per mile.....	8,291.84	8,301.71
Total number passengers carried earning revenue.....	810,746	616,388
Passenger service train revenue, per mile.....	1,589.38	1,309.85
Revenue from other sources.....		
Average receipts per passenger, per mile.....	.03308	.03315
Taxes paid, North Carolina.....	434,063.16	463,159.11

*Estimated on mileage basis.

ATLANTIC & NORTH CAROLINA RAILROAD COMPANY

LEASED BY NORFOLK SOUTHERN RAILROAD COMPANY

OFFICERS

Title	Name	Official Address
President.....	A. D. O'Bryan.....	Beaufort, N. C.
Auditor.....	Austin McCormick.....	Sanford, N. C.
Secretary and Treasurer.....	Stacey Brewer.....	Vass, N. C.
General Counsel.....	H. L. Godwin.....	Dunn, N. C.
Expert.....	T. Boddie Ward.....	Wilson, N. C.

DIRECTORS

A. D. O'Bryan, Beaufort, N. C.; H. D. Bateman, Wilson, N. C.; Mrs. Palmer Jerman, Raleigh, N. C.; C. B. Park, Raleigh, N. C.; Dr. Thurman Kitchin, Wake Forest, N. C.; D. H. Collins, Greensboro, N. C.; J. Laurence Jones, Charlotte, N. C.; W. D. LaRoque, Kinston, N. C.; J. Y. Joyner, LaGrange, N. C.; L. H. Cutler, New Bern, N. C.; George P. Folk, Raleigh, N. C.; C. L. Ives, New Bern, N. C.

HISTORY

Organized January 20, 1854. Original charter, chapter 136, Public Laws of North Carolina, 1852-53. Amended by chapter 232, Public Laws of North Carolina, 1854-55.

ROAD OPERATED

	1924-1925
Goldsboro to Morehead City (miles).....	95.818

CAPITAL STOCK, ETC.

	1924-1925
Capital stock.....	\$ 1,797,200.00
Capital stock, per mile.....	18,756.39
Funded debt.....	325,000.00
Funded debt, per mile.....	3,391.85
Cost of road.....	1,797,200.00
Cost of road, per mile.....	18,756.39
Cost of equipment.....	325,000.00
Cost of equipment, per mile.....	3,391.85
Cost of road and equipment, per mile.....	22,148.24

NOTE.—This road is operated by Norfolk Southern Railroad Company, and revenues, operating expenses, and other information are included in their report.

SEABOARD AIR LINE RAILWAY COMPANY

PRINCIPAL GENERAL OFFICERS—1925

Title	Name	Official Address
President	S. Davies Warfield.....	Baltimore, Md.
First Vice-President	Charles R. Capps.....	Norfolk, Va.
Vice-President	M. H. Cahill.....	Savannah, Ga.
Vice-President	M. J. Caples.....	Norfolk, Va.
Vice-President	W. R. Bonsal.....	Charleston, S. C.
Vice-President	L. R. Powell, Jr.....	Baltimore, Md.
Vice-President	W. L. Seddon.....	Norfolk, Va.
Vice-President	W. L. Stanley.....	Atlanta, Ga.
Secretary	Robert L. Nutt.....	New York, N. Y.
Treasurer	Robert L. Nutt.....	New York, N. Y.
General Counsel at New York	Hornblower, Miller & Garrison.....	New York, N. Y.
General Counsel at Washington	Forney Johnston.....	Washington, D. C.
General Solicitor	James F. Wright.....	Norfolk, Va.
General Auditor	L. L. Knight.....	Portsmouth, Va.
Chief Engineer	W. D. Fauchette.....	Norfolk, Va.
Chief of Motive Power and Equipment	J. E. O'Brien.....	Norfolk, Va.
Assistant to Vice-President	R. P. Jones.....	Baltimore, Md.

DIRECTORS

Franklin Q. Brown, New York, N. Y.; W. T. Rosen, New York, N. Y.; W. E. Hooper, New York, N. Y.; F. N. B. Close, New York, N. Y.; James C. Colgate, New York, N. Y.; C. Sidney Shepard, New Haven, Conn.; Mills B. Lane, Savannah, Ga.; L. F. Loree, New York, N. Y.; Robert F. Maddox, Atlanta, Ga.; J. Wm. Middendorf, Baltimore, Md.; Robert L. Nutt, New York, N. Y.; L. R. Powell, Jr., Baltimore, Md.; Robert C. Ream, New York, N. Y.; J. P. Taliaferro, Jacksonville, Fla.; S. Davies Warfield, Baltimore, Md.; A. H. Woodard, Woodard, Ala.; D. F. Yoakum, New York, N. Y.

HISTORY

- Exact name of common carrier making this report: Seaboard Air Line Railway.
- Date of organization: August 5, 1897, as Richmond, Petersburg and Carolina Railroad Company, successor to Virginia and Carolina Railroad Company, which latter was incorporated by Acts of General Assembly of Virginia, February 23, 1882, and of North Carolina, February 7, 1883. Receivers appointed and assumed charge of properties January 2, 1908. Adjustment plan approved and decree directing receivers to turn over the property and business under their control to Seaboard Air Line Railway at midnight, November 4, 1909, entered and filed October 18, 1909. Conditions prescribed in said decree duly complied with, and decree discharging receiver entered and filed December 18, 1909.
- Under laws of what government, state or territory organized? If more than one, name all. Give specific reference to each statute and all amendments thereof:

Virginia, February 23, 1882, as Virginia and Carolina Railroad Company, and North Carolina, February 7, 1883, as Virginia and Carolina Railroad Company, the purchaser of whose property and franchises at judicial sale became incorporated as Richmond, Petersburg and Carolina Railroad Company, which, by Act of Virginia Assembly, January 12, 1900, and Act of North Carolina Assembly, January, 31, 1899, became legal successors of Virginia and Carolina Railroad Company. Change of name to Seaboard Air Line Railway authorized by Circuit Court of City of Richmond, Virginia, April 10, 1900.

- If a consolidated or a merging company, name all constituent and all merging companies. Give specific reference to charters or general laws governing organization of each, and all amendments of same.

The following constituent companies were parties to the consolidation effected November 7, 1901, forming Seaboard Air Line Railway:

SEABOARD AIR LINE RAILWAY, organized as Richmond, Petersburg and Carolina Railroad Company, successor to Virginia and Carolina Railroad Company. Incorporated under laws of Virginia, Acts February 23, 1882, amended March 6, 1886, February 24, 1888, February 12, 1890; consolidation authorized by Act of January 12, 1900; of North Carolina, Acts of February 7, 1883, January 31, 1899, February 22, 1899; consolidation authorized by Act of February 27, 1901.

RALEIGH AND GASTON RAILROAD COMPANY, incorporated under laws of North Carolina, Act of January 29, 1851, amended and enlarged by Acts of December 25, 1852, January 20, 1855, February 23, 1861, December 16, 1865, January 19, 1866, March 4, 1867, December 4, 1871, March 1, 1897; consolidation authorized by Act of February 16, 1899, as amended by Act ratified February 24, 1899.

RALEIGH AND AUGUSTA AIR LINE RAILROAD COMPANY, to which name was changed, by Act ratified December 13, 1871; organized as Chatham Railroad Company, under laws of North Carolina, Act of February 15, 1861, amended, modified, and enlarged by Acts of February 23, 1861, February 5, 1863, January 30, 1862, February 10, 1862, August 3, 1868, August 15, 1868, April 10, 1869, April 1, 1871, December 13, 1871, February 23, 1885, March 6, 1891; consolidation authorized by Act of February 16, 1899.

CAROLINA CENTRAL RAILROAD COMPANY, organized under the laws of North Carolina, Act of March 1, 1873, and by Act of January 18, 1881; legal possessor of rights, powers and franchises of Carolina Central Railway Company, incorporated by Act of February 20, 1873; charter amended, modified, and enlarged by Acts of March 2, 1887, March 7, 1887; consolidation authorized by Act ratified February 16, 1899.

GEORGIA, CAROLINA AND NORTHERN RAILWAY COMPANY, a consolidated corporation of the States of North Carolina, South Carolina, and Georgia; name was changed by Act of Legislature of State of South Carolina, approved December 24, 1886, from Chester Greenwood and Abbeville Railroad Company, organized under laws of South Carolina, Act of December 22, 1885; consolidation authorized under Act approved February 27, 1899, and under general laws of State; incorporated under laws of Georgia by Act approved December 7, 1886; consolidation effected under general law; incorporated under laws of North Carolina by Act ratified January 18, 1887; consolidation authorized by Act ratified February 16, 1899.

SEABOARD AIR LINE BELT RAILROAD COMPANY, incorporated July 22, 1892, and consolidated under general laws of State of Georgia.

PALMETTO RAILROAD COMPANY, organized under laws of South Carolina, Act approved December 21, 1882, amended by Acts of December 26, 1884, and December 22, 1886; consolidation authorized under Act approved February 27, 1899; laws of North Carolina, Act of February 7, 1883, amended by Act of February 3, 1891; consolidation authorized by Act ratified February 16, 1899.

CHESTERFIELD AND KERSHAW RAILROAD COMPANY, organized under laws of South Carolina, Act approved December 24, 1889; consolidation authorized under Act approved February 27, 1899.

SOUTHBOUND RAILROAD COMPANY, organized under laws of South Carolina, Act approved February 9, 1882, amended and enlarged by Acts approved December 24, 1886, December 24, 1887, December 24, 1889, December 24, 1890, December 24, 1892; consolidation authorized under Act approved February 27, 1899; Georgia, organized under Act approved September 26, 1889, recognizing and confirming organization under certificate of incorporation obtained from Secretary of State, November 5, 1888.

SEABOARD AIR LINE RAILWAY, the corporation formed by such consolidation, was, by agreement dated June 27, 1903, filed in the office of the Secretary of State for the States of Virginia, South Carolina, Georgia, Florida, and Alabama, August 15, 1903; and for the State of North Carolina, August 17, 1903, and under such general and special laws of the several States merged with the Florida Central and Peninsular Railway Company, the corporation formed by the merger and consolidation of the Florida Central and Peninsular Railroad Company. Incorporated under the laws of Florida, by letters patent, issued November 17, 1888, amended and enlarged December 13, 1892, and by Act of Legislature approved June 4, 1897.

The following constituent companies of the Seaboard Air Line Railway were purchased:

DURHAM AND NORTHERN RAILWAY COMPANY, organized under the laws of North Carolina, Act of February 2, 1887, acquired under indenture dated September 13, 1901; purchase authorized under laws of Virginia, Act of January 12, 1900; North Carolina, Acts of February 16, 1899, and February 27, 1901.

LOGANSVILLE AND LAWRENCEVILLE RAILROAD OF GEORGIA, organized under the general laws of Georgia under charter issued by the Secretary of State, March 30, 1898, acquired under indenture dated February 27, 1902; purchase authorized under laws of Virginia and North Carolina by special acts of Legislature, as indicated above, and general laws of Georgia.

GEORGIA AND ALABAMA RAILWAY, a consolidated corporation under the general laws of Georgia and Alabama, organized under general laws of Georgia under charter issued by Secretary of State, July 26, 1895, certificates amending and enlarging charter filed or recorded January 25, 1896, November 9, 1898; organized under general laws of Alabama under charter issued by Secretary of

State, July 20, 1895, amended by acts of Legislature, February 8, 1897, and February 3, 1899; acquired under indenture dated February 20, 1902; purchase authorized under laws of Virginia and North Carolina by special acts of Legislature, as indicated above, and general laws of South Carolina, Georgia, and Alabama.

OXFORD AND COAST LINE RAILROAD COMPANY, organized under laws of North Carolina, Act of March 5, 1891, acquired under indenture dated June 28, 1906; purchase authorized under special laws of Virginia and North Carolina, as indicated above, and under general laws of other States.

CATAWBA VALLEY RAILWAY, organized May 9, 1906, under general laws of South Carolina, particularly Sections 1917-1934, inclusive, Code of 1902; acquired under indenture dated September, 27, 1909; purchase authorized under special statutes of Virginia and North Carolina and under general laws of South Carolina.

FLORIDA WEST SHORE RAILWAY, organized October 20, 1899, under general laws of Florida, letters patent incorporating the United States and West Indies Railroad and Steamship Company, issued January 5, 1900; name changed to Florida West Shore Railway by resolutions adopted May 5, 1903, which were approved, and authority to exercise powers and privileges of the corporation granted to said Florida West Shore Railway by letters patent issued May 9, 1903, and charter further amended, modified and enlarged by letters patent issued June 17, 1903, and August 22, 1906; acquired by indenture dated September 30, 1909; purchase authorized under special laws of States of Virginia and North Carolina and general laws of the State of Florida.

TALLAHASSEE, PERRY, AND SOUTHEASTERN RAILWAY, organized November 22, 1905, under general laws of Florida, and acquired by purchase the properties of the Tallahassee Southeastern Railway Company, chartered originally as the Florida, Georgia and Western Railway Company, by Act of Legislature approved May 7, 1891; charter amended and enlarged by Chapter 4263 of the Laws of Florida, approved May 20, 1893; name changed to Tallahassee Southeastern Railway, Chapter 4477, Laws of Florida, approved May 30, 1895; charter further amended and enlarged by Chapter 4624 of the Laws of Florida, approved May 31, 1897, and Chapter 5023 of the Laws of Florida, approved May 28, 1901; acquired by Seaboard Air Line Railway by indenture dated September 29, 1909; purchase authorized under special laws of Virginia and North Carolina and general laws of the State of Florida.

PLANT CITY, ARCADIA AND GULF RAILWAY, organized February 7, 1905, under general laws of State of Florida, to operate the railroad formerly owned by the Wanee Lumber and Veneer Company, and originally a wooden tram-road, constructed in 1898, for use in its logging operations; reorganized under general laws of Florida February 7, 1905; acquired by indenture dated September 28, 1909; purchase authorized under special laws of States of Virginia and North Carolina and general laws of State of Florida.

ATLANTIC, SUWANNEE RIVER, AND GULF RAILWAY COMPANY, incorporated under laws of Florida by Act approved May 24, 1893; acquired by indenture dated September 30, 1909; purchase authorized under special laws of Virginia and North Carolina and general laws of Florida.

ATLANTA AND BIRMINGHAM AIR LINE RAILWAY, a consolidated corporation composed of:

(a) The East and West Railroad Company, incorporated in Alabama under general laws by letters patent issued January 11, 1894; incorporated in Georgia January 15, 1896, and branch line from Rockmart to point near Marietta, Georgia, built under general laws (Code 1895), and

(b) Chattahoochee Terminal Railway, incorporated and chartered under and by virtue of general laws of State of Georgia (Code 1895), February 16, 1903. Consolidation effected under general laws of States of Georgia and Alabama, May 20, 1903; decree directing receivers (appointed February 24, 1908, and March 17, 1909, respectively) to turn over the property and business under their control to the railway, entered and filed October 19, 1909; conditions prescribed in said decree duly complied with and receivers discharged by decree entered December 30, 1909; acquired by Seaboard Air Line Railway under indenture dated September 30, 1909; purchase authorized under special laws of Virginia and North Carolina and general laws of States of Georgia and Alabama.

SEABOARD AND ROANOKE RAILROAD COMPANY, incorporated under laws of Virginia, Act of February 27, 1846, and prior acts, as successor to Portsmouth and Roanoke Railroad Company, incorporated by Act passed March 8, 1832, united with Roanoke Railroad Company under Act of February 1, 1848; charter modified, amended, and enlarged by Acts of March 17, 1849, January 10, 1851 March 28, 1851, February 19, 1852, March 19, 1852; permanent provisions of charter declared and acts inconsistent therewith repealed by Act passed January 26, 1853, amended and enlarged January 9, 1856, February 18, 1858, January 18, 1872, November 29, 1884, March 1, 1886, January 26, 1892, under laws of North Carolina, Act of January 16, 1849, uniting the Roanoke Railroad Company, incorporated under Act ratified January 15, 1847, with Seaboard and Roanoke Railroad Company, modified, amended, and enlarged by Act of January 29, 1849, December 28, 1850, January 17, 1851, January 28, 1851; permanent provisions of charter declared and acts inconsistent therewith repealed by Act rati-

N. C. CORPORATION COMMISSION

fied November 29, 1852, amended and enlarged by Acts January 9, 1855, February 2, 1857. Acquired by Seaboard Air Line Railway by deed dated September 15, 1911; purchase authorized under general and special laws of Virginia and North Carolina.

ROANOKE AND TAR RIVER RAILROAD COMPANY, organized under laws of North Carolina, Acts of February 25, 1871, and March 5, 1885, amended and enlarged by Acts of February 28, 1887, and March 2, 1887; acquired by Seaboard Air Line Railway by deed dated September 15, 1911; purchase authorized under general and special laws of Virignia and North Carolina.

In addition to the above the GEORGIA AND ALABAMA TERMINAL COMPANY (controlled through stock ownership and lease), organized under laws of Georgia under charter issued November 9, 1898, forms and is operated as a part of the Seaboard Air Line Railway system.

If a reorganized company, give name of original corporation, refer to laws under which it was organized, and state the occasion for the reorganization:

Reorganization effected without sale or foreclosure by restoration of properties to owners because of conditions making such a course best to the interest of stockholders and creditors of the corporation.

ROAD OPERATED—ENTIRE LINE

	1924	1925
Main line and branches (miles)-----	3,472.23	3,474.54

CAPITAL STOCK, ETC.—ENTIRE LINE

	1924	1925
Capital stock-----	\$ 60,950,500.00	\$ 60,950,500.00
Capital stock, per mile-----	17,553.74	17,542.03
Funded debt-----	151,699,900.00	165,473,400.00
Funded debt, per mile-----	43,401.47	47,624.54
Cost of road-----	168,892,689.89	169,511,734.37
Cost of road, per mile-----	48,640.41	48,786.81
Cost of equipment-----	40,262,270.41	46,490,622.12
Cost of equipment, per mile-----	11,596.08	13,380.37
Cost of road and equipment, per mile-----	60,236.49	62,167.18
Operating revenue-----	53,384,173.10	62,864,710.79
Operating expenses (Interest on bonds not included)-----	41,387,634.17	46,733,363.69
Net operating revenue-----	11,996,538.93	16,131,347.10
Operating revenue, per mile-----	14,948.57	16,611.62
Operating expenses, per mile-----	11,589.31	12,349.01
Total freight revenue-----	38,293,401.32	43,884,992.67
Total passenger train service revenue-----	13,462,274.55	16,831,044.26
Freight revenue, per mile-----	10,722.87	11,596.35
Total number passengers carried earning revenue-----	3,534,863	3,493,166
Passenger service train revenue, per mile-----	3,769.69	4,447.50
Revenue from other sources-----		
Average receipts per passenger, per mile-----	.03524	.03541
Taxes paid, North Carolina-----	\$ 2,442,535.36	\$ 3,023,400.64

Employees (1924): Number—Executives, officials and staff assistants, 201; Professional, clerical and general, 2,606; Maintenance of way and structures, 4,167; Maintenance of equipment and stores, 3,963; Transportation (other than train, engine, and yard), 2,568; Transportation (yardmasters, switchtenders and hostlers), 183; Transportation (train and engine service), 2,948. Total, 16,636.

Employees (1925): Number—Executives, officials and staff assistants, 236; Professional, clerical and general, 2,760; Maintenance of way and structures, 4,958; Maintenance of equipment and stores, 4,104; Transportation (other than train, engine and yard) 3,028; Transportation (yardmasters, switchtenders and hostlers), 213; Transportation (train and engine service), 3,614. Total, 18,913.

ROAD OPERATED—NORTH CAROLINA

	1924	1925
Main lines and branches (miles)-----	627.35	627.35

CAPITAL STOCK, ETC.—NORTH CAROLINA

	1924	1925
*Capital stock-----	\$ 11,012,338.78	\$ 11,004,992.52
*Capital stock, per mile-----	17,553.74	17,542.03
*Funded debt-----	27,227,912.20	29,777,255.16
*Funded debt, per mile-----	43,401.47	47,624.54
*Cost of road-----	30,514,561.21	30,606,405.25
*Cost of road, per mile-----	48,640.41	48,786.81
*Cost of equipment-----	7,474,800.78	8,394,175.11
*Cost of equipment, per mile-----	11,596.08	13,380.37
*Cost of road and equipment, per mile-----	60,236.49	62,167.18
Operating revenue-----	14,825,508.11	15,645,605.34
Operating expenses (Interest on bonds not included)-----	9,884,721.69	10,394,533.39
Net operating revenue-----	4,940,786.42	5,251,071.95
Operating revenue, per mile-----	23,473.68	24,772.17
Operating expenses, per mile-----	15,650.78	16,457.99
Total freight revenue-----	11,346,638.23	12,024,858.07
Total passenger train service revenue-----	3,219,195.47	3,327,711.46
Freight revenue, per mile-----	17,965.48	19,039.33
Total number passengers carried earning revenue-----	883,785	687,931
Passenger service train revenue, per mile-----	5,097.05	5,268.87
Revenue from other sources-----		
Average receipts per passenger, per mile-----	.03524	.03541
Taxes paid, North Carolina-----	621,389.22	753,926.69

*Estimated on mileage basis.

SOUTHERN RAILWAY COMPANY

PRINCIPAL GENERAL OFFICERS—1925

Title	Name	Official Address
President	Fairfax Harrison	Washington, D. C.
Vice-President and General Counsel	L. E. Jeffries	Washington, D. C.
Vice-President	H. W. Miller	Washington, D. C.
Vice-President	E. R. Oliver	Washington, D. C.
Vice-President	F. S. Wynn	Washington, D. C.
Vice-President	J. B. Munson	Cincinnati, Ohio
Vice-President	R. B. Pegram	Atlanta, Ga.
Secretary	C. E. A. McCarthy	New York, N. Y.
Treasurer	E. F. Parham	Washington, D. C.
Comptroller	E. F. Kemper	Washington, D. C.

DIRECTORS

Guy Cary, New York, N. Y.; Fairfax Harrison, Washington, D. C.; H. W. Miller, Washington, D. C.; Adrian Iselin, New York, N. Y.; Jackson E. Reynolds, New York, N. Y.; R. S. Reynolds, Louisville, Ky.; Robert Jamison, Birmingham, Ala.; Walter S. Case, New York, N. Y.; Devereux Milburn, New York, N. Y.; Casper G. Bacon, Boston, Mass.; Jonathan Bryan, New York, N. Y.; Jeremiah Milbank, New York, N. Y.

HISTORY

1. Exact name of common carrier making this report: Southern Railway Company.
2. Date of organization: June 18, 1894.
3. Under laws of what State organized? Organized under and by virtue of an act of the General Assembly of the State of Virginia, approved February 20, 1894.
4. If a consolidated or a merging company, name all constituent and all merged companies: Not a consolidated company except as noted below respecting the Virginia Midland and Knoxville, Cumberland Gap and Louisville Railway, and Carolina and Cumberland Gap Railway Companies.

The Southern Railway Company was organized by the purchasers of the property formerly of the Richmond and Danville Railroad Company. Under its charter it has power to acquire various other railroad properties, and on various dates since its organization it has purchased, in addition to the Richmond and Danville Railroad proper, under foreclosure sale or otherwise, and now owns the following properties:

Piedmont R. R., Western North Carolina R. R., Northwestern North Carolina R. R., Atlantic, Tennessee and Ohio R. R., Oxford and Clarksville R. R., Oxford and Henderson R. R., Clarksville and North Carolina R. R., Charlotte, Columbia and Augusta R. R., Columbia and Greenville R. R., that part of the Georgia Pacific Ry. which lies in the States of Georgia and Alabama, East Tennessee, Virginia and Georgia Ry., Atlanta and Florida Ry., that part of the Memphis and Charleston R. R. which lies in the States of Tennessee and Alabama, Northeastern R. R. of Georgia, Knoxville Belt R. R., Southern Railway Company in Illinois, and certain subordinate lines of some of the above named companies.

It has also acquired by consolidation the property and franchises of the following companies: The Virginia Midland Ry., acquired by deed dated June 21, 1898; the Knoxville, Cumberland Gap and Louisville Ry., acquired by deed dated June 29, 1898; the Carolina and Cumberland Gap Ry., acquired by deed dated September 1, 1898; the Knoxville and Ohio R. R., acquired by deed dated December 31, 1903; the Knoxville and Bristol Ry., acquired by deed dated December 31, 1903.

It also holds under lease the property of the following named companies: Georgia Midland Ry., Atlanta and Charlotte Ry. Co., North Carolina R. R. Co., Southern Railway—Carolina Division, Mobile and Birmingham R. R. Co., Richmond and Mecklenburg R. R. Co., Atlantic and Danville Ry. Co., Lockhart R. R. Co.

5. Date and authority for each consolidation and for each merger: See pages 28 and 29 of the First Consolidated Mortgage Deed, dated October 4, 1894, and filed with the report of this company for the year ending June 30, 1895, for date and authority for each of the above mentioned purchases, except the Atlantic and Florida Railway, which was purchased by deed dated June 21, 1895; the Memphis

and Charleston Railroad, which was acquired by deed dated February 26, 1898; the Georgia Midland Ry., which was leased by an instrument dated June 18, 1896; the Virginia Midland Ry., deeded June 21, 1898; the Knoxville, Cumberland Gap and Louisville Ry., deeded June 29, 1898; the Carolina and Cumberland Gap Ry., deeded September 1, 1898; the Knoxville Belt R.R., acquired by deed dated January 13, 1899; Northeastern Railroad of Georgia, at sale October 31, 1899.

6. If a reorganized company, give name of original corporation, refer to laws under which it was organized and state the occasion for the reorganization. The Southern Railway Company was organized under a plan for the reorganization of the Richmond and West Point Terminal Railway and Warehouse Company, a corporation organized and formerly existing under an act of Assembly of the State of Virginia dated March 8, 1880 (Acts of Assembly of Virginia, 1879-1880, chapter 238, p. 231), as amended by an act approved February 21, 1882 (Acts of Assembly of Virginia, 1881-1882, chapter 149, p. 151); an act approved March 2, 1882 (Acts of Assembly of Virginia, 1881-1882, chapter 192, p. 201); an act approved March 23, 1887 (Acts of Assembly of Virginia, 1887, chapter 3, p. 1), and the subsidiary lines of said Richmond and West Point Terminal Railway and Warehouse Co., of which the principals were the Richmond and Danville Railroad Co., organized under an act of Assembly of Virginia, passed March 9, 1847 (Acts of Assembly of Virginia, 1846-1847, p. 108), as amended by various subsequent acts, and the East Tennessee, Virginia and Georgia Ry. Co., which was a corporation organized in January, 1887, under the act of Tennessee passed March 12, 1877 (Acts of Tennessee, 1877, chapter 12, p. 17), by the purchase at foreclosure sale of the property formerly of the East Tennessee, Virginia and Georgia Ry. Co., which corporation was a company formed by consolidation in 1871 of the East Tennessee and Georgia R. R. Co., originally known as the Hiwassee R. R. Co., and incorporated under an act of Tennessee in 1836 (Local Laws of Tennessee, 1835-1836, chapter 3, p. 23), and the East Tennessee and Virginia R. R. Co., which was organized under an act of Tennessee passed January 27 1848 (Acts of Tennessee, 1847-1848, chapter 120, p. 195).

The necessity for the reorganization of the properties here mentioned arose by reason of their inability to meet all of their financial obligations.

ROAD OPERATED—ENTIRE LINE

	1924	1925
Main line and branches (miles)-----	4,341.10	4,289.53

CAPITAL STOCK, ETC.—ENTIRE LINE

	1924	1925
Capital stock-----	\$185,650,200.00	\$ 185,650,200.00
Capital stock, per mile-----	42,765.70	43,279.84
Funded debt-----	295,741,700.00	292,095,500.00
Funded debt, per mile-----	68,125.98	68,094.98
Cost of road-----	347,091,793.38	357,480,952.24
Cost of road, per mile-----	79,954.80	83,338.02
Cost of equipment-----	117,666,477.05	123,360,836.25
Cost of equipment, per mile-----	27,105.22	28,758.59
Cost of road and equipment, per mile-----	107,060.02	112,096.61
Operating revenue-----	.142,486,514.39	149,313,891.92
Operating expenses (Interest on bonds not included)-----	102,674,674.42	103,811,951.88
Net operating revenue-----	39,811,839.97	45,501,940.04
Operating revenue, per mile-----	20,744.59	21,721.67
Operating expenses, per mile-----	14,948.39	15,102.20
Total freight revenue-----	99,842,143.47	106,776,762.61
Total passenger train service revenue-----	38,200,925.17	37,953,904.45
Freight revenue, per mile-----	14,536.00	15,533.52
Total number passengers carried earning revenue-----	12,430,597	10,509,669
Passenger service train revenue, per mile-----	5,561.67	5,521.40
Revenue from other sources-----		
Average receipts per passenger, per mile-----	.03435	.03432
Taxes paid, North Carolina-----	7,702,699.01	9,441,564.98

Employees (1924): Number—Executives, officials and staff assistants, 390; Professional, clerical and general, 7,143; Maintenance of way and structures, 12,292; Maintenance of equipment and stores, 11,917; Transportation (other than train, engine and yard), 6,349; Transportation (yardmasters, switchtenders and hostlers, 637; Transportation (train, and engine service), 8,615. Total, 47,343.

Employees (1925): Number—Executives, officials and staff assistants, 398; Professional, clerical and general, 7,149; Maintenance of way and structures, 12,483; Maintenance of equipment and stores, 11,353; Transportation (other than train, engine and yard), 6,384; Transportation (yardmasters, switchtenders and hostlers), 597; Transportation (train and engine service), 9,015. Total, 47,409.

ROAD OPERATED—NORTH CAROLINA

	1924	1925
Main line and branches (miles).....	591.45	591.25

CAPITAL STOCK, ETC.—NORTH CAROLINA

	1924	1925
*Capital stock.....	\$ 25,293,773.26	\$ 25,589,195.40
*Capital stock, per mile.....	42,765.70	43,279.84
*Funded debt.....	40,293,111.87	40,261,156.92
*Funded debt, per mile.....	68,125.98	68,094.98
*Cost of road.....	47,289,266.46	49,273,622.06
*Cost of road, per mile.....	79,954.80	83,338.05
*Cost of equipment.....	17,031,382.36	17,003,516.33
*Cost of equipment, per mile.....	27,105.22	28,758.59
*Cost of road and equipment, per mile.....	107,060.02	112,096.61
Operating revenue.....	29,528,327.83	30,374,384.23
Operating expenses (Interest on bonds not included).....	21,508,669.25	21,388,379.68
Net operating revenue.....	8,019,658.58	8,986,004.55
Operating revenue, per mile.....	24,417.70	25,117.33
Operating expenses, per mile.....	17,786.05	17,086.58
Total freight revenue.....	20,897,076.75	22,453,603.21
Total passenger train service revenue.....	7,877,686.05	7,198,444.57
Freight revenue per mile.....	17,280.31	18,567.44
Total number passengers carried earning revenue.....	3,177,083	2,628,550
Passenger service train revenue, per mile.....	6,514.25	5,952.57
Revenue from other sources.....		
Average receipts per passenger, per mile.....	.03461	.03451
Taxes paid, North Carolina.....	1,085,448.32	1,261,008.19

*Estimated on mileage basis.

ASHEVILLE AND CRAGGY MOUNTAIN RAILWAY

OFFICERS

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President.....	F. S. Wynn.....	Washington, D. C.
Secretary.....	C. E. A. McCarthy.....	New York, N. Y.
Treasurer.....	E. F. Parham.....	Washington, D. C.
Comptroller.....	E. H. Kemper.....	Washington, D. C.

DIRECTORS

Fairfax Harrison, Washington, D. C.; H. W. Miller, Washington, D. C.; F. S. Wynn, Washington, D. C.; C. E. A. McCarthy, New York, N. Y.; E. A. Merrill, New York, N. Y.

HISTORY

Organized July 22, 1890, under Laws of North Carolina, under act of General Assembly, ratified March 11, 1889.

ROAD OPERATED

	N. C.	Total
Craggy, N. C. to Burnsville Road, N. C. (miles).....	2.26	
Connection—Asheville Sou. Ry., N. C. to Glens Creek, N. C. (miles).....	2.18	4.44

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 24,200.00	\$ 24,200.00
Capital stock, per mile.....	10,708.00	10,708.00
Funded debt.....		
Funded debt, per mile.....		
Cost of road.....	34,529.09	37,727.49
Cost of road, per mile.....	15,278.36	16,693.58
Cost of equipment.....		
Cost of equipment, per mile.....		
Cost of road and equipment, per mile.....	15,278.36	16,693.58
Operating revenue.....	35,598.31	51,045.10
Operating expenses (Interest on bonds not included).....	19,170.64	22,287.16
Net operating revenue.....	16,427.67	28,757.94
Operating revenue, per mile.....	8,017.64	11,496.64
Operating expenses, per mile.....	4,317.71	5,019.63
Total freight revenue.....	31,822.61	47,965.42
Total passenger train service revenue.....		
Freight revenue, per mile.....	7,167.25	10,803.02
Total number passengers carried earning revenue.....		
Passenger service train revenue, per mile.....		
Revenue from other sources.....	3,775.70	3,079.78
Average receipts per passenger, per mile.....		
Taxes paid, North Carolina.....	474.00	581.70

Employees: Number—General officers, 0; Office clerks, 0; Station agents, 0; Other station men, 0; Enginemen, 1-1; Firemen, 0-1; Conductors, 1-1; Other trainmen, 1-1; Machinists, 0-; Carpenters, 0; Other shopmen, 0; Telegraph operators, 0; Section foremen, 1-1; Other trackmen, 5-6; Other employees, 0. Total, 9-11.

ASHEVILLE SOUTHERN RAILWAY

(OPERATED BY ASHEVILLE AND CRAGGY MOUNTAIN RAILWAY COMPANY)

OFFICERS

Title	Name	Official Address
President.....	Fairfax Harrison.....	Washington, D. C.
Vice-President.....	F. S. Wynn.....	Washington, D. C.
Secretary.....	G. E. Mauldin.....	Washington, D. C.
Treasurer.....	E. F. Parham.....	Washington, D. C.
Comptroller.....	E. H. Kemper.....	Washington, D. C.

DIRECTORS

G. H. Dugan, Washington, D. C.; L. Fahnestock, Washington, D. C.; Fairfax Harrison, Washington, D. C.; H. W. Miller, Washington, D. C.; F. S. Wynn, Washington, D. C.

HISTORY

Organized December 29, 1905, under Laws of North Carolina. Line connection with Asheville and Craggy Mountain Railway to Glen Rock (plant of National Casket Company) 2.13 miles was completed July 20, 1909 (operated by Asheville and Craggy Mountain Railway Company).

ROAD OPERATED

	N. C.	Total
Asheville, N. C. to Glens Creek, N. C. (Miles).....	2.18	2.18

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 60,000.00	\$ 60,000.00
Capital stock, per mile.....	27,522.93	27,522.93
Funded debt.....	-----	-----
Funded debt, per mile.....	-----	-----
Cost of road.....	53,782.25	53,782.25
Cost of road, per mile.....	24,670.76	24,670.76
Cost of equipment.....	-----	-----
Cost of equipment, per mile.....	-----	-----
Cost of road and equipment, per mile.....	24,670.76	24,670.76
Operating revenue.....	-----	-----
Operating expenses (Interest on bonds not included).....	-----	-----

NOTE.—Net operating revenue, operating revenue, per mile, operating expenses, per mile, total freight revenue, total passenger train service revenue included in report of Asheville and Craggy Mountain Railway Company.

ATLANTA AND CHARLOTTE AIR LINE RAILWAY COMPANY**OFFICERS**

Title	Name	Official Address
President	George F. Canfield.....	49 Wall St., New York, N. Y.
Secretary	Frederick C. Bangs.....	49 Wall St., New York, N. Y.
Treasurer	John W. Platten	55 Cedar St., New York, N. Y.

DIRECTORS

George F. Canfield, 49 Wall St., New York; Robert L. Harrison, 59 Wall St., New York; John A. Middleton, 143 Liberty St., New York; John W. Platten, 55 Cedar St., New York; Edwin W. Lancaster, 160 Broadway, New York; Henry Parish, 52 Wall St., New York; Morean Delano, 59 Wall St., New York; Henry M. McAden, Charlotte, N. C.; Edwin G. Merrill, 52 Wall St., New York; R. Randolph Hicks, 49 Wall St., New York; Frederick C. Bangs, 49 Wall St., New York; Samuel Sloan, 22 William St., New York.

HISTORY

Organized April 4, 1877 (a consolidation of three separate companies, formed March 19, 1877), under Laws of North Carolina, Act of March 1, 1873; South Carolina, Act of March 24, 1876, Laws of 1876; Georgia, Act of February 29, 1876. Consolidation authorized by laws under which the separate companies were formed.

ROAD OPERATED

	N. C.	Total
Charlotte, N. C. to Armour, Ga. (miles).....	43.18	263.08

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 1,700,000.00	\$ 1,700,000.00
Capital stock, per mile.....	6,461.92	6,461.92
Funded debt.....	20,000,000.00	20,000,000.00
Funded debt, per mile.....	76,022.50	76,022.50
Cost of road.....	21,700,000.00	21,700,000.00
Cost of road, per mile.....	82,484.42	82,484.42
Cost of equipment, included in cost of road.....	-----	-----
Cost of equipment, per mile, included in cost of road.....	-----	-----
Cost of road and equipment, per mile.....	82,484.42	82,484.42
Revenue from other sources (from lease of road).....	1,128,000.00	1,128,000.00
Average receipts per passenger, per mile.....	-----	-----
Taxes paid, North Carolina (All taxes paid by Lessee)		

NOTE.—Road is operated by Southern Railway Company (Lessee).

ATLANTIC AND DANVILLE RAILWAY COMPANY

OFFICERS

Title	Name	Official Address
President	Edgar Newgrass	16 Grace Church St., London, England.
Secretary-Treasurer	Chas. O. Haines	325 First Street, Portsmouth, Va.

DIRECTORS

Edgar Newgrass, 16 Grace Church Street, London, England; Felix Rose, London, England; A. B. Carrington, Danville, Va.; Chas. O. Haines, Portsmouth, Va.; Edward R. Baird, Norfolk, Va.; C. L. Candler, Norfolk, Va.; W. H. N. Reed, Portsmouth, Va.

HISTORY

August 2, 1894. State of Virginia created by or in consequence of the conveyances of the property and franchise of the A. & D. Ry. Co. by a decision of the U. S. Circuit Court in 1894. Also by act of Assembly, State of Virginia, approved February 7, 1900.

ROAD OPERATED

	N. C.	Total
West Norfolk and branches to Danville, Va. (miles)	22.15	277.71
Emporia, Va. to Claremont Wharf, Va. (miles)		

CAPITAL STOCK, ETC.

	1924	1925
Capital stock	\$ 2,180,000.00	\$ 2,180,000.00
Capital stock, per mile	7,849.91	7,849.91
Funded debt	5,450,000.00	5,450,000.00
Funded debt, per mile	19,624.79	19,624.79
Cost of road	7,610,484.35	7,610,484.35
Cost of road, per mile	27,404.43	27,404.43
Cost of equipment	36,820.25	36,820.25
Cost of equipment, per mile	132.58	132.58
Cost of road and equipment, per mile	27,537.01	27,537.11
Taxes paid, North Carolina (Taxes and Expenses paid by Southern Railroad Company.)		

Employees: Number—General officers, 3; Office clerks, 1. Total, 4.

NOTE.—The Atlantic and Danville Railway Co. has no operating revenue. Road and equipment is leased to Southern Railway Co.

ATLANTIC AND YADKIN RAILWAY COMPANY

A. E. SMITH AND J. W. FRY, RECEIVERS

OFFICERS—1925

Title	Name	Official Address
President	F. S. Wynn	Washington, D. C.
Secretary	Guy E. Mauldin	Washington, D. C.
Treasurer	E. F. Parham	Washington, D. C.
Comptroller	E. H. Kemper	Washington, D. C.

DIRECTORS

George H. Dugan, Washington, D. C.; H. W. Miller, Washington, D. C.; F. S. Wynn, Washington, D. C.; A. E. Smith, Mt. Airy, N. C.; J. C. Watkins, Greensboro, N. C.

HISTORY

Organized January 31, 1899, under Laws of North Carolina.

ROAD OPERATED

	N. C.	Total
Mount Airy, N. C. to Sanford, N. C. (miles).....	163.1	163.1

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 1,000,000.00	\$ 1,000,000.00
Capital stock, per mile.....	6,131.20	6,131.20
Funded debt	1,500,000.00	1,500,000.00
Funded debt, per mile.....	9,196.81	9,196.81
Cost of road.....	2,357,296.55	2,357,296.55
Cost of road, per mile.....	14,453.08	14,453.08
Cost of road and equipment, per mile.....	14,453.08	14,453.08
Operating revenue.....	943,852.62	1,397,623.34
Operating expenses (Interest on bonds not included).....	681,230.79	961,541.32
Net operating revenue.....	262,621.83	436,082.02
Operating revenue, per mile.....	5,786.96	8,569.12
Operating expenses, per mile	4,176.77	5,895.41
Total freight revenue.....	769,500.52	1,193,136.26
Total passenger train service revenue	154,465.22	173,378.93
Freight revenue, per mile.....	4,717.97	7,315.37
Total number passengers carried earning revenue.....	101,124	109,250
Passenger service train revenue, per mile.....	947.06	1,063.02
Average receipts per passenger, per mile.....	.03496	.03522
Taxes paid, North Carolina.....	20,327.41	25,678.96

Employees (1924): Number—Executives, officials and staff assistants, 6; Professional, clerical and general, 30; Maintenance of way and structures, 150; Maintenance of equipment and stores, 11; Transportation (other than train, engine and yard), 57; Transportation (train and engine service), 79. Total, 333.

Employees (1925): Number—Executives, officials and staff assistants, 8; Professional, clerical and general, 33; Maintenance of way and structures, 184; Maintenance of equipment and stores, 15; Transportation (other than train, engine and yard), 56; Transportation (train and engine service), 90. Total, 386.

**CAROLINA AND TENNESSEE SOUTHERN RAILWAY
COMPANY**

OFFICERS—1925

Title	Name	Official Address
President	Fairfax Harrison	Washington, D. C.
Vice-President	H. W. Miller	Washington, D. C.
Vice-President	L. E. Jefferies	Washington, D. C.
Vice-President	L. Green	Washington, D. C.
Vice-President	F. S. Wynn	Washington, D. C.
Secretary	G. E. Mauldin	Washington, D. C.
Treasurer	E. F. Parham	Washington, D. C.
Comptroller	E. H. Kemper	Washington, D. C.

DIRECTORS

J. G. Brown, Raleigh, N. C.; Fairfax Harrison, Washington, D. C.; L. A. Mahler, Raleigh, N. C.; H. W. Miller, Washington, D. C.; R. B. Pegram, Atlanta, Ga.; F. S. Wynn, Washington, D. C.

HISTORY

Organized August 29, 1902, under Laws of North Carolina.

ROAD OPERATED

	1924	1925
Bushnell, N. C. to Fontana, N. C. (miles)	13.96	13.96

CAPITAL STOCK, ETC.

	1924	1925
Capital stock	\$ 60,000.00	\$ 60,000.00
Capital stock, per mile	4,297.99	4,297.99
Funded debt	643,000.00	643,000.00
Funded debt, per mile	46,061.71	46,061.71
Cost of road	575,254.57	570,865.31
Cost of road, per mile	41,207.35	40,892.93
Cost of road and equipment, per mile	41,207.35	40,892.93

Operated by Southern Railway Company.

DANVILLE AND WESTERN RAILWAY COMPANY**OFFICERS**

Title	Name	Official Address
President	Farifax Harrison.....	Washington, D. C.
Vice-President	George H. Dugan.....	Washington, D. C.
Secretary	Guy E. Mauldin.....	Washington, D. C.
Treasurer	E. F. Parham.....	Washington, D. C.
Comptroller	E. H. Kemper.....	Washington, D. C.

DIRECTORS

George H. Dugan, Washington, D. C.; J. B. Sparrow, Martinsville, Va.; Fairfax Harrison, Washington, D. C.; J. P. Swanson, Danville, Va.; F. S. Wynn, Washington, D. C.; J. I. Pritchett, Danville, Va.; R. A. Schoolfield, Danville, Va.

HISTORY

Organized January 14, 1891, under Laws of Virginia. Charter, March 29, 1873. Amended Acts 1876-77, 1881-82, 5 and 6.

ROAD OPERATED

	N. C.	Total
Danville, Va. to Stuart Va., and branches (miles).....	8.96	82.04

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 368,600.00	\$ 368,600.00
Capital stock, per mile.....	4,802.00	4,802.00
Funded debt.....	2,247,773.75	2,247,773.75
Funded debt, per mile.....	29,283.14	29,283.14
Cost of road.....	1,942,441.03	1,943,845.86
Cost of road, per mile.....	25,304.86	25,323.68
Cost of equipment.....	268,308.44	267,907.67
Cost of equipment, per mile.....	3,495.42	3,490.20
Cost of road and equipment, per mile.....	28,800.28	28,813.88
Operating revenue.....	543,141.46	500,442.82
Operating expenses (Interest on bonds not included).....	413,084.06	350,581.44
Net operating revenue.....	130,047.40	149,861.38
Operating revenue, per mile.....	6,620.45	6,099.99
Operating expenses, per mile.....	5,035.28	4,273.30
Total freight revenue.....	469,222.74	447,906.29
Total passenger train service revenue.....	62,047.95	46,020.16
Freight revenue, per mile.....	5,719.44	5,459.61
Total number passengers carried earning revenue.....	60,138	40,295
Passenger service train revenue, per mile.....	756.31	560.95
Revenue from other sources.....	11,870.77	6,516.37
Average receipts per passenger, per mile.....	.0356	.0355
Taxes paid, North Carolina.....	1,896.31	2,153.18

Employees: Number—General officers, 5-6; Office clerks, 39-41; Station agents, 19-18; Other station men, 13-12; Enginemen, 5-5; Firemen, 5-5; Conductors, 5-5; Other trainmen, 13-12; Machinists, 3-2; Carpenters, 7-6; Other shopmen, 16-13; Telegraph operators, 4-4; Section foremen, 8-9; Other trackmen, 54-42; Other employees, 20-11. Total, 216-191.

HIGH POINT, RANDLEMAN, ASHEBORO AND SOUTHERN RAILROAD COMPANY

OFFICERS—1925

Title	Name	Official Address
President	Fairfax Harrison	Washington, D. C.
Vice-President	F. S. Wynn	Washington, D. C.
Vice-President	George H. Dugan	Washington, D. C.
Vice-President and General Counsel	L. E. Jeffries	Washington, D. C.
Secretary	G. E. Mauldin	Washington, D. C.
Treasurer	E. F. Parham	Washington, D. C.
Comptroller	E. H. Kemper	Washington, D. C.

DIRECTORS

A. M. Bulla, Randleman, N. C.; F. S. Wynn, Washington, D. C.; J. Elwood Cox, High Point, N. C.; R. F. Dalton, Greensboro, N. C.; T. J. Finch, Thomasville, N. C.; Fairfax Harrison, Washington, D. C.; F. N. Tate, High Point, N. C.; P. H. Morris, Asheboro, N. C.; J. S. McAllister, Greensboro, N. C.; F. M. Pickett, High Point, N. C.; W. H. Ragan, High Point, N. C.; J. E. Walker, Asheboro, N. C.

HISTORY

Organized February 26, 1887, under Laws of North Carolina, 1883.

ROAD OPERATED

	1924	1925
High Point, N. C. to Asheboro, N. C. (miles)	27.84	27.84

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 248,400.00	\$ 248,400.00
Capital stock, per mile.....	8,922.41	8,922.41
Funded debt.....	402,000.00	402,000.00
Funded debt, per mile.....	14,439.65	14,439.65
Cost of road.....	679,849.47	682,631.21
Cost of road, per mile.....	24,419.88	24,519.80
Cost of equipment.....		
Cost of equipment, per mile.....		
Cost of road and equipment, per mile.....		
Operating revenue.....	144,013.83	126,369.60
Operating expenses (Interest on bonds not included).....	123,276.50	97,748.92
Net operating revenue.....	20,737.33	28,620.68
Operating revenue, per mile.....	5,172.91	4,539.14
Operating expenses, per mile.....	4,428.04	3,511.10
Total freight revenue.....	118,966.42	114,823.08
Total passenger train service revenue.....	19,693.02	7,738.28
Freight revenue, per mile.....	4,273.22	4,124.39
Total number passengers carried earning revenue.....	20,914	5,410
Passenger service train revenue, per mile.....	707.36	277.96
Revenue from other sources.....	.03565	.03606
Average receipts per passenger, per mile.....	5,956.48	5,909.17
Taxes paid, North Carolina.....		

Employees (1924): Number—Professional, clerical and general, 3; Maintenance of way and structures, 17; Maintenance of equipment and stores, 4; Transportation (other than train, engine and yard), 10; Transportation (train and engine service), 14. Total, 48.

Employees (1925): Number—Professional, clerical and general, 3; Maintenance of way and structures, 17; Maintenance of equipment and stores, 3; Transportation (other than train, engine and yard), 8; Transportation (train and engine service), 5. Total, 36.

NORTH AND SOUTH CAROLINA RAILROAD COMPANY**OFFICERS—1925**

Title	Name	Official Address
President	Fairfax Harrison.....	Washington, D. C.
Vice-President	L. E. Jefferies.....	Washington, D. C.
Vice-President	F. S. Wynn.....	Washington, D. C.
Secretary	C. E. A. McCarthy	New York, N. Y.
Treasurer	E. F. Parham	Washington, D. C.
Comptroller.....	E. H. Kemper.....	Washington, D. C.

DIRECTORS

W. S. Camp, Washington, D. C.; Fairfax Harrison, Washington, D. C.; C. E. A. McCarthy, New York, N. Y.; C. D. Mackay, Washington, D. C.; J. W. Martin, Washington, D. C.; Guy E. Mauldin, Washington, D. C.; E. A. Merrill, New York, N. Y.; F. S. Wynn, Washington, D. C.

HISTORY

Organized March 13, 1899, under Laws of North Carolina, February 22, 1890, and amended March 2, 1899.

ROAD OPERATED

	1924	1925
State line to Mines, N. C. (miles).....	3.73	3.73

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 50,000.00	\$ 50,000.00
Capital stock, per mile	13,431.63	13,431.63
Funded debt	62,211.08	62,211.08
Funded debt, per mile	16,678.57	16,678.57
Cost of Road.....	112,211.08	112,211.08
Cost of road, per mile.....	30,083.40	30,083.40

NOTE.—This railroad is operated by the Southern Railway Company, and revenue, operating expenses, and other information are included in their report.

THE NORTH CAROLINA RAILROAD COMPANY

OFFICERS

Title	Name	Official Address
President	W. H. Wood	Charlotte, N. C.
Secretary-Treasurer	Wiley G. Barnes	Burlington, N. C.

DIRECTORS

W. H. Wood, Charlotte, N. C.; R. W. Lassiter, Charlotte, N. C.; A. M. Dixon, Gastonia; G. C. White, Durham, N. C.; M. O. Dickerson, Rutherfordton; C. A. Hunt, Jr., Lexington; Julius Cone, Greensboro; J. F. Bowles, Statesville; W. E. Holt, Lexington; Alexander Webb, Raleigh; Hugh MacRae, Wilmington; G. W. Montcastle, Lexington.

HISTORY

Organized January 1, 1850, under laws of North Carolina, January 27, 1849, February 14, 1855, February 16, 1874.

ROAD OPERATED

	N. C.	Total
Goldsboro, N. C. to Charlotte, N. C. (miles).....	223.55	223.55

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 4,000,000.00	\$ 4,000,000.00
Cost of road and equipment	4,975,627.53	4,975,627.53
Income from rental, interest, dividends, etc.	467,650.00	447,883.72
Disbursements of dividends, salaries, etc. (not including taxes)	467,024.37	446,281.99
Taxes paid, North Carolina.....	625.63	1,601.73

Employees: Number—General officers, 4; Office clerks, 1. Total, 5.

NOTE.—The North Carolina Railroad was leased to Southern Railway Company for 99 years, January 1, 1896.

NORTH AND SOUTH CAROLINA RAILROAD COMPANY**OFFICERS**

Title	Name	Official Address
President	Fairfax Harrison	Washington, D. C.
Vice-President	H. W. Miller	Washington, D. C.
Vice-President	F. S. Wynn	Washington, D. C.
Vice-President and General Counsel	L. E. Jeffries	Washington, D. C.
Secretary	G. E. Mauldin	Washington, D. C.
Treasurer	E. F. Parham	Washington, D. C.
Comptroller	E. H. Kemper	Washington, D. C.

DIRECTORS

J. A. Gray, Winston-Salem, N. C.; G. W. Mountcastle, Lexington, N. C.; J. F. Brawley, Mooresville, N. C.; C. P. McNeely, Mooresville, N. C.; Fairfax Harrison, Washington, D. C.; H. W. Miller, Washington, D. C.; Geo. H. Dugan, Washington, D. C.; J. W. Fries, Winston-Salem, N. C.; W. N. Reynolds, Winston-Salem, N. C.; R. T. Chatham, Winston-Salem, N. C.; J. F. Hanes, Winston-Salem, N. C.

HISTORY

Organized September, 1880. The Winston-Salem and Mooresville Railroad Company was chartered in North Carolina on August 6, 1878. This company on September 9, 1880, consolidated with the Dan Valley and Yadkin River Railroad Company and the Winston-Salem and Madison Railroad Company. The Dan Valley and Yadkin River Narrow-gauge Railroad Company was chartered in Virginia, January 27, 1879 (see Acts of Virginia, 1879, as amended by Acts of Virginia, 1879-1880). On January 22, 1883, the North Carolina Midland Railroad Company and the Dan Valley and Yadkin River Narrow-gauge Railroad Company were consolidated under the style of the North Carolina Midland Railroad Company. (See Battle's Revisal of North Carolina.)

ROAD OPERATED

	1924	1925
Mooresville, N. C., to Winston-Salem, N. C. (miles)	53.50	53.50

CAPITAL STOCK, ETC.

Item	1924	1925
Capital stock.....	\$ 924,000.00	\$ 924,000.00
Capital stock, per mile	17,271.02	17,271.02
Funded debt	801,000.00	801,000.00
Funded debt, per mile	14,971.96	14,971.96
Cost of road.....	1,725,000.00	1,722,000.00
Cost of road, per mile.....	32,174.89	32,186.92

NOTE.—This road is operated by the Southern Railway Company.

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For

North and South Carolina Railroad Company

read

North Carolina Midland Railway Company

• Young baseball players need practice

• Young people need family and friends

SOUTHERN RAILWAY—CAROLINA DIVISION

OFFICERS

Title	Name	Official Address
President	Fairfax Harrison	Washington, D. C.
Vice-President	H. W. Miller	Washington, D. C.
Vice-President	F. S. Wynn	Washington, D. C.
Vice-President and General Counsel	L. E. Jeffries	Washington, D. C.
Secretary	G. E. Mauldin	Washington, D. C.
Treasurer	E. F. Parham	Washington, D. C.
Comptroller	E. H. Kemper	Washington, D. C.

DIRECTORS

L. Green, Washington, D. C.; Fairfax Harrison, Washington, D. C.; H. W. Miller, Washington, D. C.; Geo. H. Dugan, Washington, D. C.; J. P. Matthews, Columbia, S. C.; F. S. Wynn, Washington, D. C.

HISTORY

Organized under General Laws of South Carolina, authorizing consolidation of corporations, June 1902.

ROAD OPERATED

	1924	1925
Main line and branches (miles)	747.48	744.68

CAPITAL STOCK, ETC.

	1924	1925
Capital stock	\$ 4,176,200.00	\$ 4,176,200.00
Capital stock, per mile	5,856.15	5,878.82
Funded debt	11,259,500.00	11,259,500.00
Funded debt, per mile	15,788.84	15,849.96
Cost of road	14,890,212.89	14,890,212.89
Cost of road, per mile	20,882.36	20,960.93
Cost of equipment	631,406.19	631,406.19
Cost of equipment, per mile	885.55	888.82
Cost of road and equipment, per mile	21,767.91	21,849.75

SOUTHERN RAILWAY-CAROLINA DIVISION
ROAD OPERATED-NORTH CAROLINA

	N. C.	Total
Main line (miles)-----	148.44	148.71

CAPITAL STOCK, ETC.

	1924	1925
Capital stock-----	\$ 869,288.39	\$ 874,238.32
Capital stock, per mile-----	5,856.15	5,878.82
Funded debt-----	2,343,695.40	2,360,047.55
Funded debt, per mile-----	15,788.84	15,849.96
Cost of road-----	3,099,777.51	3,117,099.90
Cost of road, per mile-----	20,882.36	20,960.93
Cost of equipment-----	127,931.04	132,176.42
Cost of equipment, per mile-----	885.55	888.82
Cost of road and equipment, per mile-----	21,767.91	21,849.75

STATE UNIVERSITY RAILROAD COMPANY

OFFICERS—1925

Title	Name	Official Address
President	Fairfax Harrison	Washington, D. C.
Vice-President	H. W. Miller	Washington, D. C.
Vice-President	L. E. Jeffries	Washington, D. C.
Vice-President	F. S. Wynn	Washington, D. C.
Secretary	G. E. Mauldin	Washington, D. C.
Treasurer	E. F. Parham	Washington, D. C.
Comptroller	E. H. Kemper	Washington, D. C.

DIRECTORS

Fairfax Harrison, Washington, D. C.; H. W. Miller, Washington, D. C.; Geo. H. Dugan, Washington, D. C.; F. S. Wynn, Washington, D. C.; R. B. Pegram, Atlanta, Ga.; W. P. Few, Durham, N. C.; W. A. Erwin, W. Durham, N. C.

HISTORY

Organized April 12, 1879, under Laws of North Carolina, 1872-1873. Amended, 1879.

ROAD OPERATED

	1924	1925
University, N. C., to Chapel Hill, N. C. (miles)	10.20	10.15

CAPITAL STOCK, ETC.

	1924	1925
Capital stock	\$ 31,300.00	\$ 31,300.00
Capital stock, per mile	3,068.63	3,083.74
Cost of road	68,352.81	68,090.07
Cost of road, per mile	6,701.25	6,708.38

NOTE.—This railroad is operated by the Southern Railway Company, and revenue, operating expenses, and other information are included in their report.

TALLULAH FALLS RAILWAY COMPANY

(J. F. GRAY, RECEIVER)

OFFICERS

Title	Name	Official Address
President	R. B. Pegram.....	Atlanta, Ga.
Vice-President	F. S. Wynn	Washington, D. C.
Secretary	Guy E. Mauldin	Washington, D. C.
Treasurer	E. F. Parham	Washington, D. C.
Comptroller	E. H. Kemper	Washington, D. C.

DIRECTORS

Geo. H. Dugan, Washington, D. C.; J. M. Miller, Atlanta, Ga.; H. C. Couch, Atlanta, Ga.; R. B. Pegram, Atlanta, Ga.; F. S. Wynn, Washington, D. C.

HISTORY

Organized March 8, 1898, under General Laws of State of Georgia.

ROAD OPERATED—ENTIRE LINE

	1924	1925
Cornelia, Ga. to Franklin, N. C. (miles)	57.1	57.1

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 323,400.00	\$ 323,400.00
Capital stock, per mile	5,663.75	5,663.75
Funded debt	1,519,000.00	1,519,000.00
Funded debt, per mile	26,602.45	26,602.45
Cost of road.....	1,633,150.99	1,632,746.53
Cost of road, per mile.....	28,601.59	28,594.57
Cost of equipment	73,889.34	69,339.34
Cost of equipment, per mile.....	1,294.03	1,211.35
Cost of road and equipment, per mile	29,895.62	29,808.86
Operating revenue.....	213,422.40	284,398.93
Operating expenses (Interest on bonds not included)	184,115.46	227,172.11
Net operating revenue	29,306.94	57,226.82
Operating revenue, per mile.....	3,737.70	4,980.72
Operating expenses, per mile	3,224.44	3,978.50
Total freight revenue.....	141,684.19	212,768.12
Total passenger train service revenue	62,759.09	46,046.68
Freight revenue, per mile	2,481.33	3,726.24
Total number passengers carried earning revenue.....	76,124	69,146
Passenger service train revenue, per mile.....	1,099.11	1,056.78
Average receipts per passenger, per mile .....	.02964	.02856

ROAD OPERATED—NORTH CAROLINA

	1924	1925
Georgia—N. C. State Line to Franklin, N. C. (miles)-----	14	14

CAPITAL STOCK, ETC.

	1924	1925
*Capital stock-----	\$ 79,291.50	\$ 79,291.50
*Capital stock, per mile-----	5,663.75	5,663.75
*Funded debt-----	372,434.30	372,434.30
*Funded debt, per mile-----	26,602.45	26,602.45
*Cost of road-----	400,422.26	400,323.14
*Cost of road, per mile-----	28,601.59	28,594.51
*Cost of equipment-----	18,116.42	17,000.00
*Cost of equipment, per mile-----	1,294.03	1,214.35
*Cost of road and equipment, per mile-----	29,895.62	29,808.86
Operating revenue-----	29,505.31	46,476.99
Operating expenses (Interest on bonds not included)-----	47,042.12	50,817.81
Net operating revenue-----	†17,536.81	†4,340.82
Operating revenue, per mile-----	2,107.52	3,319.78
Operating expenses, per mile-----	3,360.00	3,629.94
Total freight revenue-----	17,716.89	33,693.74
Total passenger train service revenue-----	9,062.99	9,059.83
Freight revenue, per mile-----	1,265.49	2,406.70
Total number passengers carried earning revenue-----	13,982	14,485
Passenger service train revenue, per mile-----	647.36	647.13
Average receipts per passenger, per mile-----	.03737	.03332

*Estimated on mileage basis. †Deficit.

YADKIN RAILROAD COMPANY

OFFICERS—1925

Title	Name	Official Address
President	Fairfax Harrison	Washington, D. C.
Vice-President	F. S. Wynn	Washington, D. C.
Vice-President	Geo. H. Dugan	Washington, D. C.
Vice-President and General Counsel	L. E. Jeffries	Washington, D. C.
Secretary	G. E. Mauldin	Washington, D. C.
Treasurer	E. F. Parham	Washington, D. C.
Comptroller	E. H. Kemper	Washington, D. C.

DIRECTORS

Geo. H. Dugan, Washington, D. C.; A. H. Boyden, Salisbury, N. C.; Fairfax Harrison, Washington, D. C.; S. H. Hearne, Albemarle, N. C.; D. W. Julian, Salisbury, N. C.; J. M. Nichols, Washington, D. C.; J. M. Morrow, Albemarle, N. C.; Walter Murphy, Salisbury, N. C.; F. S. Wynn, Washington, D. C.

HISTORY

Organized August 19, 1895, under Laws of North Carolina, 1871.

ROAD OPERATED—ENTIRE LINE—NORTH CAROLINA

	1924	1925
Salisbury, N. C. to Norwood, N. C. (miles)	41.00	.....
Leased—Tallassee Power Co.—		
Halls Ferry Junction, N. C. to Badin, N. C. (miles)	11.23	.....

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 625,000.00	\$ 625,000.00
Capital stock, per mile	15,244.00	15,244.00
Funded debt	615,000.00	615,000.00
Funded debt, per mile	15,000.00	15,000.00
Cost of road.....	1,380,493.76	1,380,422.88
Cost of road, per mile.....	33,670.59	33,668.85
Cost of equipment	8,573.40	8,551.80
Cost of equipment, per mile.....	209.10	208.58
Cost of road and equipment, per mile	33,876.69	33,877.43
Operating revenue.....	353,204.65	324,864.73
Operating expenses (Interest on bonds not included).....	255,119.61	225,651.04
Net operating revenue	98,085.04	99,213.69
Operating revenue, per mile	6,762.49	6,219.89
Operating expenses, per mile	4,884.54	4,320.33
Total freight revenue.....	314,059.77	300,573.87
Total passenger train service revenue	36,729.28	21,032.57
Freight revenue, per mile	6,013.01	5,754.81
Total number passengers carried earning revenue.....	36,801	17,819
Passenger service train revenue, per mile.....	703.22	419.92
Average receipts per passenger, per mile .....	.03582	.03655
Taxes paid, North Carolina.....	9,109.88	9,680.18

Employees (1924): Number—Executives, officials and staff assistants, 2; Professional, clerical and general, 18; Maintenance of way and structures, 35; Transportation (other than train, engine and yard), 12; Transportation (train and engine service), 24. Total, 91.

Employees (1925): Number—Executives, officials and staff assistants, 2; Professional, clerical and general, 15; Maintenance of way and structures, 33; Maintenance of equipment and stores, 0; Transportation (other than train, engine and yard), 13; Transportation (train and engine service), 13. Total, 76.

MISCELLANEOUS RAILROADS

Aberdeen and Rockfish Railroad Company

OFFICERS

Title	Name	Official Address
President	W. A. Blue.....	Aberdeen, N. C.
General Manager or Superintendent	J. A. Bryant.....	Aberdeen, N. C.
Secretary-Treasurer	H. McC. Blue.....	Aberdeen, N. C.
Traffic Manager.....	G. F. Dempsey	Fayetteville, N. C.

DIRECTORS

W. A. Blue; H. J. Blue; H. McC. Blue; J. W. Graham; J. A. Bryant, all of Aberdeen, N. C.; and H. W. Jackson, Richmond, Va.

HISTORY

Organized June 22, 1892, under Laws of North Carolina, Secretary of State, also Chapter 22 of 1893, Chapter 45 of 1901, Chapter 401 of 1907, Chapter 200 of 1911, Chapter 289 of March, 1913.

ROAD OPERATED

	N. C.	Total
Aberdeen, N. C., to Fayetteville, N. C. (miles).....	44.9	44.9

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 208,800.00	\$ 208,800.00
Capital stock, per mile.....	4,650.33	4,650.33
Funded debt	165,000.00	165,000.00
Funded debt, per mile	3,674.83	3,674.83
Cost of road.....	341,373.26	341,373.26
Cost of road, per mile.....	7,602.97	7,602.97
Cost of equipment	87,321.13	87,321.13
Cost of equipment, per mile.....	1,944.79	1,944.79
Cost of road and equipment, per mile	9,547.76	9,547.76
Operating revenue.....	188,170.20	192,600.89
Operating expenses (Interest on bonds not included)	181,181.64	128,727.24
Net operating revenue	6,988.56	63,873.65
Operating revenue, per mile.....	4,190.87	4,289.55
Operating expenses, per mile.....	4,035.22	2,866.95
Total freight revenue.....	161,339.30	170,534.83
Total passenger train service revenue	16,801.88	11,583.52
Freight revenue, per mile	3,593.30	3,798.01
Total number passengers carried earning revenue.....	11,370	11,282
Passenger service train revenue, per mile.....	374.20	240.10
Revenue from other sources	11,029.02	10,482.54
Average receipts per passenger, per mile .....	.03302	.03435
Taxes paid, North Carolina.....	5,094.67	5,721.36

Employees: Number—General officers, 6-6; Office clerks, 1-1; Station agents, 3-3; Other station men, 5-5; Enginemen, 2-2; Firemen, 2-2; Conductors, 2-2; Other trainmen, 3-3; Machinists, 2-2; Carpenters, 1-1; Other shopmen, 2-1; Section foremen, 5-5; Other trackmen, 20-20. Total, 54-53.

Appalachian Railway Company**OFFICERS**

Title	Name	Official Address
President	A. J. Stevens	Ela, N. C.
General Manager or Superintendent	J. A. Sisk	Ela, N. C.
Secretary-Treasurer	J. R. Alloy	Philadelphia, Pa.
Traffic Manager	J. A. Sisk	Ela, N. C.

DIRECTORS

A. J. Stevens, Ela, N. C.; J. R. Alloy, Philadelphia, Pa.; C. H. Heins, Philadelphia, Pa.; R. W. Brining, Philadelphia, Pa.; E. A. Gaskill, Asheville, N. C.

HISTORY

Organized July 30, 1908, under Laws of North Carolina.

ROAD OPERATED

	N. C.	Total
Ela, N. C. to Ravenford, N. C. (miles)		10

CAPITAL STOCK, ETC.

	1924	1925
Capital stock	\$ 100,000.00	\$ 100,000.00
Capital stock, per mile	10,000.00	10,000.00
Funded debt	143,000.00	111,000.00
Funded debt, per mile	14,300.00	11,100.00
Cost of road	324,888.60	322,820.11
Cost of road, per mile	32,488.86	32,282.01
Cost of equipment	10,085.14	10,085.14
Cost of equipment, per mile	1,008.51	1,008.51
Cost of road and equipment, per mile	33,497.37	33,290.05
Operating revenue	93,421.91	116,419.59
Operating expenses (Interest on bonds not included)	69,418.52	91,351.08
Net operating revenue	24,003.39	25,068.51
Operating revenue, per mile	9,342.19	11,641.95
Operating expenses, per mile	6,941.85	9,135.10
Total freight revenue	86,711.50	109,110.79
Total passenger train service revenue	92,125.36	5,818.16
Freight revenue, per mile	8,671.15	10,911.07
Total number passengers carried earning revenue	13,610	12,453
Passenger service train revenue, per mile	541.38	581.81
Revenue from other sources		*1,491.64
Average receipts per passenger, per mile	2.52	.05
Taxes paid, North Carolina	2,206.37	1,945.45

Employees: Number—General officers, 5-5; Station agents, 2-2; Other station men, 1-1; Enginemen, 1-1; Firemen, 1-1; Conductors, 2-2; Other trainmen, 2-2; Carpenters, 1-1; Other shopmen, 1-1; Section foremen, 2-2; Other trackmen, 9-11. Total, 27-29.

(\$4,448.62 Non-operating revenue not included). *See non-operating revenue.

(\$12,136.42 Non-operating revenue not included).

Atlantic and Carolina Railroad Company**OFFICERS**

Title	Name	Official Address
President	A. R. Turnbull	Norfolk, Va.
General Manager	J. E. Jerritt	Kenansville, N. C.
Secretary-Treasurer	W. J. Jones	Norfolk, Va.
Traffic Manager	T. A. Hefty	Kenansville, N. C.
Vice-President	T. A. Hefty	Kenansville N. C.

DIRECTORS

A. R. Turnbull, Norfolk, Va.; H. D. Williams, Kenansville, N. C.; W. J. Jones, Norfolk, Va.; R. D. Johnson, Warsaw, N. C.; T. A. Hefty, Kenansville, N. C.; J. E. Jerritt, Kenansville, N. C.; L. A. Beasley, Kenansville, N. C.

HISTORY

Organised April 21, 1914, under Laws of North Carolina, Chapter 61, Revisal 1905. B. Section 2549, Revisal.

ROAD OPERATED

	N. C.	Total
Kenansville, N. C. to Warsaw, N. C. (miles).....	10	10

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 10,000.00	\$ 10,000.00
Capital stock, per mile	1,000.00	1,000.00
Funded debt	34,000.00	34,000.00
Funded debt, per mile	3,400.00	3,400.00
Cost of road.....	66,230.00	66,230.00
Cost of road, per mile.....	6,623.00	6,623.00
Cost of equipment.....	8,295.19	8,259.19
Cost of equipment, per mile.....	829.52	829.52
Cost of road and equipment, per mile	7,452.52	7,452.51
Operating revenue.....	18,591.39	34,544.71
Operating expenses (Interest on bonds not included)	19,445.25	29,790.96
Net operating revenue	853.86	4,753.75
Operating revenue, per mile	1,859.14	3,454.47
Operating expenses, per mile	1,944.52	2,979.09
Total freight revenue.....	16,481.27	31,224.38
Total passenger train service revenue	1,080.98	864.78
Freight revenue, per mile	1,648.12	3,122.43
Total number passengers carried earning revenue.....	3,319	2,689
Passenger service train revenue, per mile	108.09	86.47
Revenue from other sources	1,029.14	2,455.55
Average receipts per passenger, per mile .....	.0356	.0362
Taxes paid, North Carolina	618.33	503.24

Employees: Number—General officers, 6-7; Office clerks, 1-1; Station agents, 1-1; Other station men, 1-1; Enginemen, 1-1; Conductors, 1-1; Other trainmen, 1-1; Section foremen, 1-1; Other trackmen, 4-4. Total, 17-18.

ATLANTIC AND WESTERN RAILROAD

OFFICERS

Title	Name	Official Address
President.....	H. C. Huffer, Jr.....	366 Madison Ave., New York
General Manager or Superintendent.....	H. P. Edwards.....	Sanford, N. C.
Secretary-Treasurer.....	W. R. Sullivan.....	33 Pine St., New York
Traffic Manager.....	E. T. Ussery.....	Sanford, N. C.

DIRECTORS

N. A. Campbell, New York, N. Y.; Louis d'Aillierilis, Paris, France; J. R. Baggett, Lillington, N. C.; J. W. Cunningham, Sanford, N. C.; H. C. Huffer, Jr., New York, N. Y.

HISTORY

Organized March 7, 1899, under Laws of North Carolina, Private Laws of North Carolina, Chapter 363, Session 1899, Chapter 49 of volume 1 Code of North Carolina.

ROAD OPERATED

	N. C.	Total
Sanford, N. C. to Lillington, N. C. (miles).....		

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 332,000.00	\$ 332,000.00
Capital stock, per mile.....	13,833.34	13,833.34
Funded debt.....	332,000.00	332,000.00
Funded debt, per mile.....	13,833.34	13,833.34
Cost of road.....	559,087.97	560,132.43
Cost of road, per mile.....	23,295.33	23,338.85
Cost of equipment.....	64,814.06	65,417.14
Cost of equipment, per mile.....	2,700.59	2,725.21
Cost of road and equipment, per mile.....	25,995.92	26,064.06
Operating revenue.....	79,546.38	88,100.96
Operating expenses (Interest on bonds not included).....	70,786.45	77,112.99
Net operating revenue.....	8,759.93	10,987.97
Operating revenue, per mile.....	3,314.43	3,670.87
Operating expenses, per mile.....	2,949.42	3,213.04
Total freight revenue.....	71,830.48	80,281.27
Total passenger train service revenue.....	6,017.12	5,856.35
Freight revenue, per mile.....	2,992.94	3,345.05
Total number passengers carried earning revenue.....		10,081
Passenger service train revenue, per mile.....	250.71	244.01
Revenue from other sources.....	1,698.78	1,963.34
Average receipts per passenger, per mile.....	.036	.036
Taxes paid, North Carolina.....	1,009.80	1,856.30

Employees: Number—General officers, 5-5; Office clerks, 3-2; Station agents, 5-5; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-1; Other trainmen, 3-3; Machinists, 1-1; Other shopmen, 1-1; Section foremen, 2-2; Other trackmen, 12-12; Other employees, 1-1. Total, 38-35.

Black Mountain Railway Company**OFFICERS**

Title	Name	Official Address
President-----	John B. Dennis-----	New York City, N. Y.
General Manager or Superintendent-----	L. H. Phetteplace-----	Erwin, Tenn.
Secretary-----	J. B. Britton, Jr.-----	Johnson City, Tenn.
Treasurer-----	John W. Sanders-----	Johnson City, Tenn.

DIRECTORS

John B. Dennis, New York City, N. Y.; L. H. Phetteplace, Erwin, Tenn.; J. W. Pless, Marion, N. C.; Jas. J. McLaughlin, Johnson City, Tenn.; Adam B. Crouch, Johnson City, Tenn.; Geo T. Wofford, Johnson City, Tenn.

HISTORY

Organized April 21, 1910, under Laws of North Carolina.

ROAD OPERATED

	N. C.	Total
Kona, N. C. to Eskota, N. C. (miles)-----	23.39	23.39
Micaville, N. C. to Bowditch, N. C. (miles)-----	2.11	2.11

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 50,000.00	\$ 50,000.00
Capital stock, per mile.....	1,960.78	2,107.04
Funded debt.....	600,000.00	575,000.00
Funded debt, per mile.....	23,529.41	24,230.93
Cost of road.....	442,716.11	439,785.78
Cost of road, per mile.....	17,361.41	18,532.90
Cost of equipment.....	7,310.29	7,310.28
Cost of equipment, per mile.....	286.68	308.06
Cost of road and equipment, per mile.....	17,648.09	18,840.96
Operating revenue.....	88,343.80	68,050.30
Operating expenses (Interest on bonds not included).....	69,365.86	52,832.61
Net operating revenue.....	18,977.94	15,217.69
Operating revenue, per mile.....	3,464.46	2,867.69
Operating expenses, per mile.....	2,720.23	2,226.41
Total freight revenue.....	82,047.77	63,217.07
Total passenger train service revenue.....	5,923.16	3,272.91
Freight revenue, per mile.....	3,217.56	2,664.01
Total number passengers carried earning revenue.....	11,408	4,553
Passenger service train revenue, per mile.....	232.28	137.92
Revenue from other sources.....	372.87	1,560.32
Average receipts per passenger, per mile.....	3.56	3.54
Taxes paid, North Carolina.....	3,070.91	3,579.06

Employees: Number—General officers, 2-1; Office clerks, 1; Station agents, 3-2; Other station men, 1-; Enginemen, 3-1; Firemen, 3-1; Conductors, 3-1; Other trainmen, 5-2; Section foremen, 3-3; Other trackmen, 14-13; Other employees, 3-2. Total, 40-27.

Bonlee and Western Railway Company**OFFICERS**

Title	Name	Official Address
President.....	Arthur Ross.....	Asheboro, N. C.
General Manager.....	M. H. Burkhead.....	Asheboro, N. C.
Secretary-Treasurer.....	I. H. Dunlap.....	Bonlee, N. C.

DIRECTORS

Arthur Ross, Asheboro, N. C.; D. B. McCrary, Asheboro, N. C.; L. F. Ross, Asheboro, N. C.; J. H. Dunlap, Bonlee, N. C.; I. H. Dunlap, Bonlee, N. C.; C. M. Andrews, Bonlee, N. C.

HISTORY

Organized October 12, 1908, under Laws of North Carolina.

ROAD OPERATED

	N. C.	Total
Bonlee, N. C. to Bennett, N. C. (miles).....	10.35	10.35

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 61,600.00	\$ 61,600.00
Capital stock, per mile.....	5,951.69	5,951.69
Cost of road.....	59,304.09	59,304.09
Cost of road, per mile.....	5,729.85	5,729.85
Cost of equipment.....	21,652.87	21,652.87
Cost of equipment, per mile.....	2,092.06	2,092.06
Cost of road and equipment, per mile.....	7,821.91	7,821.96
Operating revenue.....	18,457.61	19,614.58
Operating expenses (Interest on bonds not included).....	21,672.33	19,403.79
Net operating revenue.....	3,214.72	210.79
Operating revenue, per mile.....	1,783.34	1,895.12
Operating expenses, per mile.....	2,093.94	1,874.76
Total freight revenue.....	17,708.05	19,506.71
Total passenger train service revenue.....	99.95	6.40
Freight revenue, per mile.....	1,710.92	1,884.70
Total number passengers carried earning revenue.....	291	18
Passenger service train revenue, per mile.....	9.65	.61
Revenue from other sources.....	649.61	101.47
Average receipts per passenger, per mile.....	.32	.32
Taxes paid, North Carolina.....	493.49	417.35

Employees: Number—General officers, 5-5; Station agents, 1-1; Enginemen, 1-1; Firemen, 1-1; Section foremen, 1-1; Other trackmen, 3-4. Total, 12-13.

Carolina Railroad Company

OFFICERS

Title	Name	Official Address
President	G. R. Loyall	Norfolk, Va.
Superintendent	J. C. Poe	Kinston, N. C.
Secretary	M. S. Hawkins	Norfolk, Va.
Treasurer	J. F. George	Norfolk, Va.
Traffic Manager	J. F. Dalton	Norfolk, Va.

DIRECTORS

G. R. Loyall, Norfolk, Va.; W. B. Rodman, Norfolk, Va.; E. D. Kyle, Norfolk, Va.; M. S. Hawkins, Norfolk, Va.

HISTORY

Organized December 11, 1912, under laws of North Carolina. General Laws of North Carolina as set out in Chapter 61 of Pell's Revisal of North Carolina.

ROAD OPERATED

	N. C.	Total
Kinston, N. C. to Snow Hill, N. C. (miles)	13.095 2.133	15.228

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 35,000.00	\$ 35,000.00
Capital stock, per mile.....	2,672.78	2,672.78
Funded debt.....	39,000.00	39,000.00
Funded debt, per mile.....	2,978.24	2,978.24
Cost of road.....	93,111.37	93,111.37
Cost of road, per mile.....	7,110.45	7,110.45
Cost of equipment.....	915.00	915.00
Cost of equipment, per mile.....	69.87	69.87
Cost of road and equipment, per mile.....	7,180.32	7,180.32
Operating revenue.....	28,662.64	30,786.53
Operating expenses (Interest on bonds not included).....	23,806.66	21,093.03
Net operating revenue.....	4,855.98	9,693.50
Operating revenue, per mile.....	1,882.23	2,021.71
Operating expenses, per mile.....	1,563.35	1,385.14
Total freight revenue.....	26,871.54	28,565.23
Total passenger train service revenue.....	1,398.21	1,646.51
Freight revenue, per mile.....	1,764.62	1,875.83
Total number passengers carried earning revenue.....	2,115	7,898
Passenger service train revenue, per mile.....	91.82	108.12
Revenue from other sources.....	392.89	574.79
Average receipts per passenger, per mile.....	.03747	.04972
Taxes paid, North Carolina.....	2,823.92	1,781.95

Employees: Number—General officers, 5-5; Office clerks, 2-2; Station agents, 1-1; Other station men, 1-1; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-1; Other trainmen, 1-1; Section foremen, 1-1; Other trackmen, 4-3. Total, 18-17.

Carolina and Northeastern Railroad Company

OFFICERS

Title	Name	Official Address
President	Vacancy	
General Manager.....	H. Stuart Lewis	Suffolk, Va.
Secretary-Treasurer.....	G. G. McCann	Franklin, Va.
Traffic Manager.....	H. O. Carlton	Gumberry, N. C.

DIRECTORS

H. Stuart Lewis, Suffolk, Va.; Thos. Philip Hammer, Philadelphia, Pa.; W. L. Long, Roanoke Rapids, N. C.; Thos. B. Gay, Richmond, Va.; Walter C. Rawles, Richmond, Va.

HISTORY

Organized January 8, 1917, under Laws of North Carolina.

ROAD OPERATED

	N. C.	Total
Gumberry, N. C. to Lasker, N. C. (miles).....	15	15

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 300,000.00	\$ 300,000.00
Capital stock, per mile	20,000.00	20,000.00
Funded debt	195,500.00	195,500.00
Funded debt, per mile	13,033.33	13,033.33
Cost of road.....	412,783.09	412,748.47
Cost of road, per mile.....	27,518.87	27,518.87
Cost of equipment.....	16,513.75	22,995.32
Cost of equipment, per mile.....	1,100.92	1,533.02
Cost of road and equipment, per mile	28,619.79	29,051.89
Operating revenue.....	42,255.41	39,069.88
Operating expenses (Interest on bonds not included)	39,904.89	34,141.12
Net operating revenue	2,350.52	4,928.76
Operating revenue, per mile.....	2,817.03	2,604.66
Operating expenses, per mile	2,660.33	2,276.08
Total freight revenue.....	42,083.21	36,085.92
Total passenger train service revenue	15.47	243.45
Freight revenue, per mile	2,805.55	2,405.73
Total number passengers carried earning revenue.....		863
Passenger service train revenue, per mile.....	1.03	16.23
Revenue from other sources	156.73	2,740.51
Average receipts per passenger, per mile .....	.03	.04
Taxes paid, North Carolina.....	1,040.84	1,277.79

Employees: Number—General officers, 9-8; Office clerks, 2-2; Station agents, 3-3; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-1; Other trainmen, 1-1; Machinists, 1-0; Other shopmen, 1-1; Section foremen, 2-2; Other trackmen, 7-7; Total, 29-27.

Carolina and Northwestern Railway Company

OFFICERS—1925

Title	Name	Official Address
President	Fairfax Harrison	Washington, D. C.
Vice-President	L. E. Jeffries	Washington, D. C.
Vice-President	F. S. Wynn	Washington, D. C.
Vice-President	Geo. H. Dugan	Washington, D. C.
Secretary	G. E. Mauldin	Washington, D. C.
Treasurer	E. F. Parham	Washington, D. C.
General Counsel	L. E. Jeffries	Washington, D. C.
Comptroller	E. H. Kemper	Washington, D. C.

DIRECTORS

William A. Barber, New York City, N. Y.; F. S. Wynn, Washington, D. C.; Fairfax Harrison, Washington, D. C.; T. H. White, Chester, S. C.; S. H. Hardin, Chester, S. C.; Geo. H. Dugan, Washington, D. C.; L. F. Long, Newton, N. C.; A. K. Winget, Gastonia, N. C.

HISTORY

Carolina and Northwestern Railway Company, organized July 18, 1895, under the Private Laws of North Carolina, 1895, Chapter 190, p. 306; 1901, Chapter 114, p. 301, and the Laws of South Carolina, Volume 23, State Act No. 337, p. 567, approved February 17, 1900.

ROAD OPERATED—ENTIRE LINE

	1924	1925
Main line (miles).....	124.3	.....
Trackage rights, side tracks, etc. (miles).....	34.6	.....

CAPITAL STOCK, ETC. NORTH CAROLINA

	1924	1925
Capital stock.....	\$ 1,404,250.00	\$ 1,404,250.00
Capital stock, per mile.....	11,297.25	11,297.25
Funded debt	2,071,000.00	2,071,000.00
Funded debt, per mile.....	16,661.30	16,661.30
Cost of road.....	3,702,778.81	3,706,040.45
Cost of road, per mile.....	29,789.05	29,815.30
Cost of equipment.....	206,269.20	208,003.40
Cost of equipment, per mile.....	1,659.44	1,673.39
Cost of road and equipment, per mile.....	31,448.49	31,488.69
Operating revenue.....	863,319.51	940,995.02
Operating expenses (Interest on bonds not included).....	620,469.30	588,459.60
Net operating revenue.....	242,850.21	352,535.42
Operating revenue, per mile.....	6,466.81	7,048.65
Operating expenses, per mile.....	4,647.71	4,407.94
Total freight revenue.....	748,180.64	841,767.05
Total passenger train service revenue.....	102,214.19	84,421.24
Freight revenue, per mile.....	5,604.35	6,305.37
Total number passengers carried earning revenue.....	93,151	69,951
Passenger service train revenue, per mile.....	765.65	632.37
Average receipts per passenger, per mile.....	.03651	.03666
Taxes paid, North Carolina.....	29,448.88	44,503.11

Employees (1924): Number—Executives, officials and staff assistants, 4; Professional, clerical and general, 32; Maintenance of way and structures, 106; Maintenance of equipment and stores, 36; Transportation (other than train, engine and yard) 28; Transportation (train and engine service), 49. Total, 255.

Employees (1925): Number—Executives, officials and staff assistants, 4; Professional, clerical and general, 29; Maintenance of way and structures, 108; Maintenance of equipment and stores, 41; Transportation (other than train, engine and yard), 31; Transportation (train and engine service), 56. Total, 269.

ROAD OPERATED—NORTH CAROLINA

	1924	1925
Main line (miles).....	87.3	
Under trackage rights (miles).....	9.20	

CAPITAL STOCK, ETC. NORTH CAROLINA

	1924	1925
*Capital stock.....	\$ 986,249.92	\$ 986,249.92
*Capital stock, per mile.....	11,297.25	11,297.25
*Funded debt.....	1,454,531.49	1,454,536.49
*Funded debt, per mile.....	16,661.30	16,661.30
*Cost of road.....	2,600,584.06	2,602,875.69
*Cost of road, per mile.....	29,789.05	29,815.30
*Cost of equipment.....	144,869.11	146,086.94
*Cost of equipment, per mile.....	1,659.44	1,673.39
*Cost of road and equipment, per mile.....	31,448.49	31,488.69
Operating revenue.....	714,444.26	777,645.09
Operating expenses (Interest on bonds not included).....	492,962.06	467,589.95
Net operating revenue.....	22,148.20	310,055.14
Operating revenue, per mile.....	7,403.57	8,058.50
Operating expenses, per mile.....	5,108.42	4,845.49
Total freight revenue.....	616,051.94	693,110.99
Total passenger train service revenue.....	87,754.47	72,739.89
Freight revenue, per mile.....	6,383.96	7,182.49
Total number passengers carried earning revenue.....	78,675	59,081
Passenger service train revenue, per mile.....	909.37	753.78
Average receipts per passenger, per mile.....	.03651	.03666
Taxes paid, North Carolina.....	22,234.16	24,956.85

*Estimated on mileage basis.

Carolina, Clinchfield and Ohio Railway Company

OFFICERS

Title	Name	Official Address
President	N. S. Meldrum.....	New York, N. Y.
Vice-President	J. McQuilkin.....	Johnson City, Tenn.
Vice-President	J. J. Champion.....	Johnson City, Tenn.
Secretary	Edward C. Baily.....	New York, N. Y.
Treasurer	John W. Sanders.....	Johnson City, Tenn.
General Solicitor	H. G. Morrison.....	Johnson City, Tenn.
General Manager	L. H. Phetteplace	Erwin, Tenn.
Engineer in Charge	W. C. Hattan.....	Erwin, Tenn.
Superintendent	L. L. McIntyre.....	Erwin, Tenn.

DIRECTORS

C. Ledyard Blair, New York, N. Y.; John B. Dennis, New York, N. Y.; William W. Miller, New York, N. Y.; T. J. Cunningham, New York, N. Y.; N. S. Meldrum, New York, N. Y.; Thomas F. Ryan, New York, N. Y.; W. M. Ritter, Washington, D. C.; Mortimer M. Buckner, New York, N. Y.; J. W. Pless, Marion, N. C.; D. B. Wents, Philadelphia, Pa.; J. J. Champion, Johnson City, Tenn.

HISTORY

1. Exact name of common carrier making this report: Carolina, Clinchfield and Ohio Railway.
 2. Date of organization: Original charter granted to South and Western Railroad Company, January 26, 1905. On August 7, 1906, it was amended to increase the capital stock to \$7,600,000. On March 7, 1909, it was amended to increase the capital stock to \$27,000,000 (\$15,000,000 preferred and \$12,000,000 common) and to change the corporate name to Carolina, Clinchfield and Ohio Railway. On March 29, 1908, it was amended to provide for the construction, maintenance and operation of certain portion of our present line in Virginia. On July 26, 1909, it was amended to increase the capital stock from \$27,000,000 to \$30,000,000 (\$15,000,000 preferred and \$15,000,000 common). On May 23, 1912, it was amended to provide for the construction, maintenance and operation of a portion of our present line in Virginia. On June 3, 1912, it was amended to provide that the capital stock amounting to \$30,000,000 should consist of \$10,000,000 preferred and \$20,000,000 common, instead of \$15,000,000 preferred and \$15,000,000 common, as provided by the amendment of July 26, 1909. On June 7, 1912, it was amended to increase the capital stock from \$30,000,000 to \$40,000,000 (\$15,000,000 preferred and \$25,000,000 common). On March 29, 1916, it was amended to increase the capital stock from \$40,000,000 to \$50,000,000 (\$25,000,000 preferred and \$25,000,000 common).

3. Under the laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof.

State of Virginia. See also question 6 and answer.

4. If a consolidated company, name all constituent companies. Give specific reference to charter or general laws governing organization of each, and all amendments of same.

See question 6 and answer.

5. Date and authority for each consolidation and for each merger.

See question 6 and answer.

6. If a reorganized company, give name of original corporation, and refer to law under which it was organized and state the occasion for the reorganization.

The original corporation was chartered by the State Corporation Commission of Virginia, on January 26, 1905. The charter was amended March, 7, 1908, changing the name to Carolina, Clinchfield and Ohio Railway, and increasing the capital stock. The present concern is authorized to operate in the States of Tennessee and North Carolina, as well as Virginia. By deed, dated March 31, 1908, the Carolina, Clinchfield and Ohio Railway acquired the properties, rights and franchises of South and Western Railroad, a corporation organized under the laws of the State of Tennessee, by articles of consolidation, dated November 20, 1906, between South and Western Railroad Company (of Tennessee), and Kingsport Southern Railway, and is now operating these properties, etc., in Tennessee. By deed, dated April 16, 1908, the Carolina, Clinchfield and Ohio Railway acquired the properties, rights and franchises of the South and Western Railroad Company, a corporation chartered under the laws of the State of

North Carolina on December 1, 1905, and is now operating these properties, etc., in North Carolina. Thus, while the original South and Western Railroad Company (of Virginia) was only authorized to operate in Virginia, the Carolina, Clinchfield and Ohio Railway is authorized to, and is, operating in Virginia, Tennessee and North Carolina.

7. State whether or not the respondent during the year conducted any part of its business under a name or names other than that shown in response to inquiry No. 1. If so, give full particulars.

None.

ROAD OPERATED—ENTIRE LINE

	1924	1925
Main line and branches (miles).....	266.36	266.36

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 25,000,000.00	25,000,000.00
Capital stock, per mile.....	94,233.36	94,233.36
Funded debt.....	28,474,000.00	27,750,000.00
Funded debt, per mile.....	107,690.04	104,144.76
Cost of road.....	49,734,336.25	49,732,330.25
Cost of road, per mile.....	186,711.00	186,711.00
Cost of equipment.....	17,125,523.09	17,125,523.09
Cost of equipment, per mile.....	64,294.61	64,294.61
Cost of road and equipment, per mile.....	251,005.61	251,005.61
Operating revenue.....	8,298,847.98	8,759,853.31
Operating expenses (Interest on bonds not included).....	5,689,146.12	5,727,048.55
Net operating revenue.....	2,609,701.86	3,032,804.76
Operating revenue, per mile.....	28,498.79	28,322.46
Operating expenses, per mile.....	19,536.90	18,516.76
Total freight revenue.....	7,703,796.00	8,234,686.57
Total passenger train service revenue.....	529,333.89	453,398.08
Freight revenue, per mile.....	26,455.34	26,624.48
Total number passengers carried earning revenue.....	501,342	389,980
Passenger service train revenue, per mile.....	1,817.77	1,465.93
Average receipts per passenger, per mile.....	.03523	.03517
Taxes paid, North Carolina.....	668,030.85	760,000.00

Employees (1924): Number—Executives, officials and staff assistants, 25; Professional, clerical and general, 262; Maintenance of way and structures, 528; Maintenance of equipment and stores, 615; Transportation (other than train, engine and yard), 89; Transportation (yardmasters, switchtenders and hostlers), 43; Transportation (train and engine service), 371. Total, 1,933.

Employees (1925): Number—Executives, officials and staff assistants, 22; Professional, clerical and general, 271; Maintenance of way and structures, 662; Maintenance of equipment and stores, 678; Transportation (other than train, engine and yard), 93; Transportation (yardmasters, switchtenders and hostlers), 48; Transportation (train and engine service), 313. Total, 2,087.

ROAD OPERATED—NORTH CAROLINA

	1924	1925
Main line and branches (miles).....	117.4	117.4

CAPITAL STOCK, ETC. NORTH CAROLINA

	1924	1925
*Capital stock.....	\$ 11,062,996.46	\$ 11,062,996.46
*Capital stock, per mile.....	94,233.36	94,233.36
*Funded debt.....	12,642,810.69	12,265,948.24
*Funded debt, per mile.....	107,690.04	104,144.76
*Cost of road.....	21,361,871.40	21,361,871.40
*Cost of road, per mile.....	186,711.00	186,711.00
*Cost of equipment.....	7,548,187.21	7,548,187.21
*Cost of equipment, per mile.....	64,294.61	64,294.61
*Cost of road and equipment, per mile.....	251,005.61	251,005.61
Operating revenue.....	3,269,457.48	3,530,795.42
Operating expenses (Interest on bonds not included).....	2,243,423.98	2,186,069.52
Net operating revenue.....	1,026,033.50	1,344,725.90
Operating revenue, per mile.....	27,848.87	30,074.92
Operating expenses, per mile.....	19,109.23	18,620.69
Total freight revenue.....	3,081,518.40	3,372,927.59
Total passenger train service revenue.....	161,651.84	135,528.75
Freight revenue, per mile.....	26,248.03	28,730.22
Total number passengers carried earning revenue.....	106,226	75,464
Passenger service train revenue, per mile.....	1,376.93	1,154.42
Average receipts per passenger, per mile.....	.03514	.03490
Taxes paid, North Carolina.....	234,017.63	276,983.65

*Estimated on mileage basis.

Cliffside Railroad Company**OFFICERS**

Title	Name	Official Address
President	Chas. H. Haynes	Cliffside, N. C.
Vice-President	Walter H. Haynes	Cliffside, N. C.
Secretary-Treasurer	Z. O. Jenkins	Cliffside, N. C.
Auditor	G. C. Shuford	Cliffside, N. C.

DIRECTORS

Chas. H. Haynes, Cliffside, N. C.; Walter H. Haynes, Cliffside, N. C.; Z. O. Jenkins, Cliffside, N. C.

HISTORY

Organized 1905 under laws of North Carolina.

ROAD OPERATED

	N. C.	Total
Cliffside, N. C. to West Henrietta and Avondale (miles).....		5

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 80,000.00	\$ 80,000.00
Capital stock, per mile.....	16,000.00	16,000.00
Funded debt	23,511.78	15,554.82
Funded debt, per mile	4,702.35	3,110.96
Cost of road.....	134,971.14	122,175.01
Cost of road, per mile.....	26,994.23	24,435.00
Cost of equipment.....	13,000.00	26,970.95
Cost of equipment, per mile.....	2,600.00	5,394.19
Cost of road and equipment, per mile	26,594.23	29,829.19
Operating revenue.....	34,810.33	32,404.78
Operating expenses (Interest on bonds not included)	28,915.47	25,971.72
Net operating revenue	5,894.86	6,433.06
Operating revenue, per mile.....	6,962.06	6,480.95
Operating expenses, per mile	5,783.09	5,194.34
Total freight revenue.....	33,938.37	31,378.05
Total passenger train service revenue	85.10	47.50
Freight revenue, per mile	6,787.67	6,275.61
Total number passengers carried earning revenue.....	900	500
Passenger service train revenue, per mile	17.02	9.50
Revenue from other sources	786.86	979.23
Average receipts per passenger, per mile.....	.03	.03
Taxes paid, North Carolina.....	503.67	566.21

Employees: Number—General officers, 4-4; Office clerks, 1-1; Station agents, 1-1; Enginemen, 2-2; Firemen, 2-2; Conductors, 1-1; Machinists, 1-1; Trackmen, 4-4. Total, 17-17.

Dover and Southbound Railroad Company

OFFICERS

Title	Name	Official Address
President	W. A. Wimsatt.....	Washington, D. C.
General Manager or Superintendent	D. W. Richardson	Dover, N. C.
Secretary-Treasurer	W. B. H. Blandford	Dover, N. C.
Traffic Manager	N. S. Richardson	Dover, N. C.

DIRECTORS

W. A. Wimsatt, W. C. Wimsatt, W. K. Wimsatt, G. P. Lohr of Washington, D. C.; D. W. Richardson, N. S. Richardson, B. H. Tohmason, W. B. H. Blandford of Dover, N. C.; T. D. Warren of New Bern, N. C.

HISTORY

Organized December 1, 1918, under Laws of North Carolina.

ROAD OPERATED

	N. C.	Total
Dover, N. C. to Richlands, N. C. (miles)	24.75	24.75

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 100,000.00	\$ 100,000.00
Capital stock, per mile	4,040.40	4,040.40
Cost of road.....	164,240.98	164,240.98
Cost of road, per mile.....	6,636.00	6,636.00
Cost of equipment	22,250.81	22,250.81
Cost of equipment, per mile.....	899.00	899.00
Cost of road and equipment, per mile	7,535.00	7,535.00
Operating revenue.....	45,486.46	39,085.77
Operating expenses (Interest on bonds not included)	35,614.32	45,213.18
Net operating revenue.....	9,872.14	*6,127.41
Operating revenue, per mile.....	1,837.84	1,579.22
Operating expenses, per mile	1,438.96	1,826.79
Total freight revenue.....	30,121.29	33,427.72
Total passenger train service revenue	4,594.96	2,710.67
Freight revenue, per mile	1,217.00	1,350.61
Total number passengers carried earning revenue.....	8,447	4,540
Passenger service train revenue, per mile	185.64	109.52
Revenue from other sources.....	10,770.21	2,947.38
Taxes paid, North Carolina.....	2,124.17	2,470.10

Employees: Number—General officers, 3-3; Office clerks, 1-1; Station agents, 2-2; Other station men, 1-1; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-1; Other trainmen, 2-2; Machinists, 3-3; Carpenters, 1-1; Other shopmen, 1-1; Section foremen, 2-2; Other trackmen, 6-6; Total, 25-25.

*Deficit.

Durham and Southern Railway Company

OFFICERS

Title	Name	Official Address
President	B. N. Duke.....	New York, N. Y.
Vice-President	E. Thomason.....	Charlotte, N. C.
Superintendent	T. B. Smith.....	Durham, N. C.
General Auditor	E. B. Hardin.....	Charlotte, N. C.
Secretary-Treasurer	W. C. Parker.....	New York, N. Y.
Auditor.....	J. M. Martin.....	Durham, N. C.
Traffic Manager.....	J. S. Cureton.....	Greenville, S. C.
General Counsel	Jones Fuller.....	Durham, N. C.

DIRECTORS

B. N. Duke, New York, N. Y.; E. Thomason, Charlotte, N. C.; C. McD. Carr, Durham, N. C.; J. S. Cobb, Durham, N. C.; J. H. Erwin, Durham, N. C.; W. A. Erwin, Durham, N. C.; W. A. Erwin, Jr., Durham, N. C.; J. S. Hill, Durham, N. C.; R. L. Lindsay, Durham, N. C.; J. B. Mason, Durham, N. C.; W. C. Parker, New York, N. Y.; H. C. Satterfield, Durham, N. C.; C. C. Thomas, Durham, N. C.; John F. Wiley, Durham, N. C.

HISTORY

Organized January 13, 1904. Chartered under Laws of North Carolina, Chapter 49, volume 1 and amended March 10, 1905.

ROAD OPERATED

	1924	1925
East Durham, N. C. to Dunn, N. C. (miles) -----	56.87	56.87

CAPITAL STOCK, ETC.

	1924	1925
Capital stock-----	\$ 1,350,000.00	\$ 1,350,000.00
Capital stock, per mile -----	23,738.35	23,738.35
Cost of road-----	1,372,083.49	1,422,131.11
Cost of road, per mile-----	24,126.27	25,006.70
Cost of equipment-----	121,029.39	120,641.76
Cost of equipment, per mile-----	2,128.17	2,121.36
Cost of road and equipment, per mile-----	26,254.84	27,128.06
Operating revenue-----	565,946.61	664,178.90
Operating expenses (Interest on bonds not included) -----	389,648.10	460,912.76
Net operating revenue-----	176,298.51	203,266.14
Operating revenue, per mile-----	9,597.20	11,263.00
Operating expenses, per mile-----	6,607.57	7,816.05
Total freight revenue-----	519,626.39	630,542.11
Total passenger train service revenue-----	33,317.75	27,147.15
Freight revenue, per mile-----	8,810.71	10,692.59
Total number passengers carried earning revenue-----	30,162	21,145
Passenger service train revenue, per mile-----	565.00	460.36
Average receipts per passenger, per mile-----	.03947	.03916
Taxes paid, North Carolina-----	26,381.82	29,284.15

Employees (1924): Number—Executives, officials and staff assistants, 6; Professional, clerical and general, 20; Maintenance of way and structures, 57; Maintenance of equipment and stores, 20; Transportation (other than train, engine and yard), 20; Transportation (train and engine service); 19. Total, 142.

Employees (1925): Number—Executives, officials and staff assistants, 8; Professional, clerical and general, 24; Maintenance of way and structures, 57; Maintenance of equipment and stores, 20; Transportation (other than train, engine and yard), 20; Transportation (train and engine service), 19. Total, 148.

East Carolina Railway Company

OFFICERS

Title	Name	Official Address
President	Henry Clark Bridgers.....	Tarboro, N. C.
Superintendent	J. T. Hagans	Tarboro, N. C.
Secretary	A. D. Fowlkes	Tarboro, N. C.
Treasurer	Henry Clark Bridgers.....	Tarboro, N. C.
Traffic Manager	Henry Clark Bridgers	Tarboro, N. C.

DIRECTORS

Henry Clark Bridgers, John L. Bridgers, A. D. Fowlkes, and J. T. Hagans of Tarboro, N. C.
 B. F. D. Albritton of Hookerton, N. C.; J. R. Davis and W. J. Turnage of Farmville, N. C.

HISTORY

Organized July 1, 1898, under Laws of North Carolina, Public Laws of State of North Carolina . Chapter amended and enlarged by Private Laws of said State, ratified by General Assembly, March 11, 1901, Chapter 362.

ROAD OPERATED

	N. C.	Total
Tarboro to Hookerton (miles)		39.20

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 55,500.00	\$ 55,500.00
Capital stock, per mile.....	1,452.88	1,452.88
Funded debt.....	309,000.00	307,500.00
Funded debt, per mile.....	8,089.00	8,049.74
Cost of road.....	278,130.63	279,512.25
Cost of road, per mile.....	7,280.91	7,317.07
Cost of equipment.....	13,292.87	13,293.87
Cost of equipment, per mile.....	347.98	347.99
Cost of road and equipment, per mile.....	7,628.89	7,665.06
Operating revenue.....	156,452.03	180,696.99
Operating expenses (Interest on bonds not included).....	157,616.34	147,465.00
Net operating revenue.....	*1,164.31	33,231.99
Operating revenue, per mile.....	4,095.60	4,609.61
Operating expenses, per mile.....	4,126.08	3,761.86
Total freight revenue.....	143,821.44	172,004.40
Total passenger train service revenue.....	10,443.16	6,329.84
Freight revenue, per mile.....	3,764.96	4,387.87
Total number passengers carried earning revenue.....	22,698	15,134
Passenger service train revenue, per mile.....	.22	161.47
Revenue from other sources.....	1,187.43	2,362.75
Average receipts per passenger, per mile.....	.03772	-----
Taxes paid, North Carolina.....	5,324.03	5,919.91

Employees: Number—General officers, 4-4; Office clerks, 8-8; Station agents, 7-7; Other station men, 3-1; Enginemen, 2-2; Firemen, 1-1; Conductors, 2-2; Other trainmen, 3-3; Machinists, 1-1; Other shopmen, 5-5; Section foremen, 4-4; Other trackmen, 17-17; Other employees, 1-1. Total, 58-56.

NOTE. Cost of equipment shown does not include cost of three steam locomotives, two passenger cars, 3 passenger motor cars and ten box cars which are leased.

*Deficit.

East Tennessee and Western North Carolina Railroad Company**OFFICERS**

Title	Name	Official Address
President.....	Edgar P. Earle.....	Johnson City, Tenn.
Vice-President and Treasurer.....	J. E. Vance.....	Johnson City, Tenn.
Secretary.....	Hammond Prosser.....	Johnson City, Tenn.

DIRECTORS

Edgar P. Earle, Philadelphia, Pa.; J. H. Epps, Jonesboro, Tenn.; Aria Pardee, Philadelphia, Pa.; J. E. Vance, Johnson City, Tenn.; Henry Lewis, Philadelphia, Pa.; A. G. B. Steel, Philadelphia, Pa.; H. W. Warden, Jr., Philadelphia, Pa.

HISTORY

Organized May 24, 1886—reorganized May 22, 1879, under the laws of the state of Tennessee. Acts of Assembly of 1865-1866, Section 23, by which the charter* of the East Tennessee and Virginia Railroad was made the charter of this Company.

ROAD OPERATED

	N. C.	Total
Johnson City, Tenn., to Cranberry, N. C. (miles).....	3.18	3.18

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 490,800.00	\$ 490,800.00
Capital stock, per mile.....	13,565.00	13,595.00
Funded debt.....	500,000.00	500,000.00
Funded debt, per mile.....	13,850.00	13,850.00
Cost of road.....	971,531.58	976,350.10
Cost of road, per mile.....	26,852.00	26,985.90
Cost of equipment.....	315,723.39	320,522.97
Cost of equipment, per mile.....	8,726.00	8,859.12
Cost of road and equipment, per mile.....	35,578.00	35,845.02
Operating revenue.....	321,230.92	289,306.38
Operating expenses (Interest on bonds not included).....	228,414.03	201,924.44
Net operating revenue.....	92,816.89	87,381.94
Operating revenue, per mile.....	8,878.00	7,996.30
Operating expenses, per mile.....	6,313.00	5,581.10
Total freight revenue.....	238,258.88	242,697.34
Total passenger train service revenue.....	74,532.83	37,046.34
Freight revenue, per mile.....	6,585.00	6,708.05
Total number passengers carried earning revenue.....	150,271	70,712
Passenger service train revenue, per mile.....	2,060.00	1,023.94
Revenue from other sources.....	8,439.21	9,562.74
Average receipts per passenger, per mile.....	.02849	.02709
Taxes paid, North Carolina.....	2,212.16	1,688.46

Employees: Number—General officers, 3-5; Office clerks, 6-5; Station agents, 8-9; Other station men, 35-35; Enginemen, 5-5; Firemen, 5-5; Conductors, 5-5; Other trainmen, 10-9; Machinists, 2-1; Carpenters, 7-0; Other Shopmen, 8-0; Telegraph operators, 2-2; Section foremen, 5-6; Other trackmen, 27-28; Other employees, 3-9. Total, 131-134.

Elkin and Alleghany Railroad Company**OFFICERS**

Title	Name	Official Address
President	H. G. Chatham.....	Winston-Salem, N. C.
General Manager or Superintendent	J. P. Ipock	Elkin, N. C.
Secretary-Treasurer.....	Alex Chatham.....	Elkin, N. C.
Traffic Manager	J. P. Ipock	Elkin, N. C.

DIRECTORS

H. G. Chatham, Winston-Salem, N. C.; R. A. Doughton, Sparta, N. C.; A. A. Woodruff, Cherry Lane, N. C.; G. T. Roth, J. F. Hendren, R. M. Chatham, R. L. Hubbard, A. G. Click, Alex Chatham, of Elkin, N. C., and C. C. Smoot, North Wilkesboro, N. C.

HISTORY

Organized January 31, 1922, under Laws of North Carolina.

ROAD OPERATED

	N. C.	Total
Elkin, N. C., to Veneer, N. C. (miles).....	15	15

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 56,000.00	\$ 56,000.00
Capital stock, per mile.....	3,733.33	3,733.33
Cost of road.....	45,000.00	45,000.00
Cost of road, per mile.....	3,000.00	3,000.00
Cost of equipment.....	13,000.00	13,225.83
Cost of equipment, per mile.....	866.66	881.72
Cost of road and equipment, per mile.....	3,866.66	3,881.72
Operating revenue.....	20,748.35	24,027.82
Operating expenses (Interest on bonds not included).....	19,543.06	*23,607.67
Net operating revenue.....	1,205.29	420.15
Operating revenue, per mile.....	1,383.22	1,601.85
Operating expenses, per mile.....	1,302.91	1,573.84
Total freight revenue.....	19,503.43	23,683.82
Total passenger train service revenue.....	304.06	-----
Freight revenue, per mile.....	1,300.23	1,578.92
Total number passengers carried earning revenue.....	342	-----
Passenger service train revenue, per mile.....	20.27	-----
Revenue from other sources.....	940.86	344.00
Average receipts per passenger, per mile.....	.87	-----
Taxes paid, North Carolina.....	506.44	326.75

Employees: Number—General officers, 3-5; Office clerks, 1-0; Station agents, 1-1; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-1; Section foremen, 1-1; Other trackmen, 4-3. Total, 13-13.

*Includes car hire and taxes paid, also interest on indebtedness.

French Broad Railroad Company

HISTORY

Organized June 4, 1919, under laws of North Carolina.

ROAD OPERATED

	N. C.	Total
Runion, N. C., to Belva, N. C. (miles).....	8	8

CAPITAL STOCK, ETC.

	1924
Capital stock.....	\$ 50,000.00
Capital stock, per mile.....	6,250.00
Cost of road.....	not known
Cost of road, per mile.....	not known
Cost of equipment.....	leased
Operating revenue.....	41,279.66
Operating expenses (Interest on bonds not included).....	91,721.19
Net operating revenue.....	*50,423.53
Operating revenue, per mile.....	5,162.21
Operating expenses, per mile.....	11,465.15
Total freight revenue.....	41,297.66
Freight revenue, per mile.....	5,162.21
Taxes paid, North Carolina (Madison County Railway pays).	

Employees: Number—General officers, 5; Station agents, 1; Enginemen, 2; Firemen, 2; Conductors, 2; Other trainmen, 4; Machinists, 2; Section foremen, 1; Other trackmen, 5. Total, 24.

*Loss.

Graham County Railroad Company

OFFICERS

Title	Name	Official Address
President	H. C. Bemis	Bradford, Pa.
General Manager or Superintendent	H. C. Bemis	Bradford, Pa.
Secretary	R. H. Montony	Robbinsville, N. C.
Treasurer	L. A. Dindinger	Robbinsville, N. C.
Traffic Manager	R. H. Montony	Robbinsville, N. C.

DIRECTORS

H. C. Bemis, Bradford, Pa.; S. W. Black, Bryson City, N. C.; L. C. Bemis, Robbinsville, N. C.; L. A. Dindinger, Robbinsville, N. C.; E. R. Frederick, Robbinsville, N. C.; A. B. Anderson, Robbinsville, N. C.; R. H. Montony, Robbinsville, N. C.

HISTORY

Organized February 27, 1905, under Private Laws of North Carolina, Session 1905, Pages 530 to 536, inclusive.

ROAD OPERATED

	N. C.	Total
Topton, N. C., to Robbinsville, N. C. (miles).....	12	12

CAPITAL STOCK, ETC.

	1924
Capital stock	\$ 150,000.00
Capital stock, per mile	12,500.00
Cost of road	136,346.35
Cost of road, per mile	11,362.19
Cost of equipment	23,046.65
Cost of equipment, per mile	1,920.55
Cost of road and equipment, per mile	13,282.75
Operating revenue	4,211.71
Operating expenses (Interest on bonds not included)	3,807.77
Net operating revenue	403.94
Operating revenue, per mile	350.98
Operating expenses, per mile	317.31
Total freight revenue	4,211.71
Freight revenue, per mile	350.98
Revenue from other sources	141.50
Taxes paid, North Carolina	1,531.14

Employees: Number—General officers, 4; Station agents, 1; Enginemen, 1; Firemen, 1; Conductors, 1; Section foremen, 1; Other trackmen, 4. Total 9.

High Point, Thomasville and Denton Railroad Company

OFFICERS

Title	Name	Official Address
President	C. F. Tomlinson.....	High Point, N. C.
General Manager or Superintendent	O. Arthur Kirkman	High Point, N. C.
Secretary-Treasurer	O. Arthur Kirkman	High Point, N. C.
Traffic Manager	F. J. Flagler	High Point, N. C.

DIRECTORS

C. F. Tomlinson, High Point, N. C.; R. B. Terry, High Point, N. C.; O. Arthur Kirkman, High Point, N. C.; T. J. Finch, Thomasville, N. C.; J. E. Millis, High Point, N. C.; B. I. Harrison, Denton, N. C.

HISTORY

Organized May 11, 1923, under Laws of North Carolina.

ROAD OPERATED

	N. C.	Total
High Point, N. C., to High Rock, N. C. (miles).....	34.81	34.81

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 206,595.00	\$ 212,905.00
Capital stock, per mile	5,932.06	6,116.20
Cost of road.....	292,606.61	308,806.26
Cost of road, per mile.....	8,405.82	8,871.19
Cost of equipment.....	66,223.38	74,513.22
Cost of equipment, per mile.....	1,902.42	2,140.57
Cost of road and equipment, per mile.....	10,318.24	11,011.76
Operating revenue.....	86,133.09	271,832.62
Operating expenses (Interest on bonds not included)	89,412.89	198,808.78
Net operating revenue	*3,273.80	73,023.84
Operating revenue, per mile.....	2,474.38	7,807.03
Operating expenses, per mile.....	2,568.60	5,711.25
Total freight revenue.....	80,775.75	265,004.92
Total passenger train service revenue	52.08	6,827.70
Freight revenue, per mile	2,320.48	7,612.89
Total number passengers carried earning revenue.....	70	1.57
Passenger service train revenue, per mile.....	1.50	196.13
Revenue from other sources	5,305.26	2,101.00
Average receipts per passenger, per mile .....	.03543	.03543
Taxes paid, North Carolina	*1,600.00	*4,800.00

Employees: Number—General officers, 3-5; Office clerks, 8-10; Station agents, 4-4; Other station men, 2-10; Enginemen, 3-3; Firemen, 3-3; Conductors, 3-3; Other trainmen, 5-6; Machinists, 1-1; Carpenters, 2-4; Other shopmen, 2-4; Section foremen, 5-6; Other trackmen, 50-60; Other employees, 2-5. Total, 93-124.

*Included in operating expenses.

Kinston Carolina Railroad Company**OFFICERS**

Title	Name	Official Address
President	G. R. Loyall.....	Norfolk, Va.
Superintendent	J. C. Poe	Kinston, N. C.
Secretary	M. S. Hawkins.....	Norfolk, Va.
Treasurer	J. F. George.....	Norfolk, Va.
Traffic Manager.....	J. F. Dalton.....	Norfolk, Va.

DIRECTORS

G. R. Loyall, Norfolk, Va.; C. F. Harvey, Kinston, N. C.; M. S. Hawkins, Norfolk, Va.; E. D. Kyle, Norfolk, Va.

HISTORY

Organized January 25, 1910, under Laws of North Carolina, State of North Carolina, especially provisions of Sections 1239, 1240 and 1241 of Pell's Revisal of 1908, N. C., p. 641.

PROPERTY OPERATED

	N. C.	Total
Kinston, N. C., to Beulaville, N. C. (miles)	30.47	30.47

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 35,000.00	\$ 35,000.00
Capital stock, per mile	1,148.67	1,148.67
Cost of road.....	69,050.73	68,863.46
Cost of road, per mile.....	2,266.19	2,260.04
Cost of equipment	20,282.13	9,949.42
Cost of equipment, per mile	665.64	326.53
Cost of road and equipment, per mile	2,931.83	2,586.57
Operating revenue.....	40,885.94	46,532.50
Operating expenses (Interest on bonds not included)	41,082.73	41,931.41
Net operating revenue.....	*196.79	4,601.09
Operating revenue, per mile	1,341.84	1,527.15
Operating expenses, per mile	1,348.30	1,376.15
Total freight revenue.....	36,500.08	43,289.64
Total passenger train service revenue	4,061.30	2,912.26
Freight revenue, per mile	1,197.90	1,420.73
Total number passengers carried earning revenue.....	2,405	1,078
Passenger service train revenue, per mile.....	133.29	95.57
Revenue from other sources	324.56	330.60
Average receipts per passenger, per mile .....	.03625	.03549
Taxes paid, North Carolina.....	2,200.76	2,580.01

Employees: Number—General officers, 5-5; Office clerks, 2-2; Station agents, 2-2; Other station men, 1-1; Enginemen, 1-1; Firemen, 2-2; Conductors, 1-1; Other trainmen, 2-2; Shopmen, 3-3; Section foremen, 2-2; Other trackmen, 6-5. Total, 27-26.

*Deficit.

Laurinburg and Southern Railroad Company

OFFICERS

Title	Name	Official Address
President	John F. McNair	Laurinburg, N. C.
General Manager or Superintendent	Jas. L. McNair	Laurinburg, N. C.
Secretary	C. E. Beman	Laurinburg, N. C.
Treasurer	Z. V. Pate	Laurinburg, N. C.
Traffic Manager	G. Y. Jones	Laurinburg, N. C.
Auditor	J. W. Hollis	Laurinburg, N. C.

DIRECTORS

John F. McNair, Laurinburg, N. C.; John Blue, Laurinburg, N. C.; N. G. Wade, Jacksonville, Fla.; A. A. James, Laurinburg, N. C.; D. M. Flynn, Jacksonville, Fla.; A. M. Farley, Laurinburg, N. C.; Jas. L. McNair, Laurinburg, N. C.

HISTORY

Organized March 8, 1909, under Laws of North Carolina, Private Laws 1909.

ROAD OPERATED

	N. C.	Total
Johns, N. C., to Raeford, N. C. (miles).....	30	30

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 225,000.00	\$ 225,000.00
Capital stock, per mile	7,500.00	7,500.00
Funded debt	75,000.00	75,000.00
Funded debt, per mile	2,500.00	2,500.00
Cost of road.....	378,745.06	354,714.97
Cost of road, per mile.....		11,823.83
Cost of equipment		61,812.49
Cost of equipment, per mile.....		2,060.41
Cost of road and equipment, per mile	12,624.83	13,884.24
Operating revenue.....	124,450.24	150,416.63
Operating expenses (Interest on bonds not included)	104,516.71	134,245.87
Net operating revenue	19,933.53	16,170.76
Operating revenue, per mile	4,148.34	5,013.89
Operating expenses, per mile	3,483.89	4,474.86
Total freight revenue.....	117,188.64	138,405.24
Total passenger train service revenue	2,570.23	1,568.37
Freight revenue, per mile	3,906.28	4,613.50
Total number passengers carried earning revenue.....	no record	3,396
Passenger service train revenue, per mile.....	85.67	52.27
Revenue from other sources	4,691.37	10,443.02
Average receipts per passenger, per mile.....		.015
Taxes paid, North Carolina.....	4,127.28	4,999.93

Employees: Number—General officers, 5-6; Office clerks, 3-1; Station agents, 3-3; Other station men, 1-3; Enginemen, 1-2; Firemen, 1-2; Conductors, 1-2; Other trainmen, 3-2; Section foremen, 3-3; Other trackmen, 26-21. Total, 47-45.

Lawndale Railway and Industrial Company

OFFICERS

Title	Name	Official Address
President	John F. Schenck, Sr.	Lawndale, N. C.
General Manager or Superintendent	H. E. Schenck	Lawndale, N. C.
Secretary	John F. Schenck, Jr.	Shelby, N. C.
Treasurer	John F. Schenck, Sr.	Lawndale, N. C.
Traffic Manager.....	Carme Elam	Lawndale, N. C.

DIRECTORS

George W. Morgan, 70 Thomas St., New York, N. Y.; F. C. Reynolds, 70 Thomas St., New York, N. Y.; John F. Schenck, Sr., Lawndale, N. C.; Hal E. Schenck, Lawndale, N. C.; John F. Schenck, Jr., Shelby, N. C.

HISTORY

Organized January 10, 1888, under Laws of North Carolina. Charter amended January 31, 1901, and November 11, 1903.

ROAD OPERATED

	N. C.	Total
Shelby, N. C., to Lawndale, N. C. (miles).....	11.05	11.05

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 60,000.00	\$ 60,000.00
Capital stock, per mile	6,465.52	5,465.52
Cost of road.....	79,517.37	79,563.27
Cost of road, per mile.....	8,568.90	8,573.63
Operating revenue.....	21,248.14	22,116.40
Operating expenses (Interest on bonds not included)	19,614.35	21,616.17
Net operating revenue	1,633.79	500.23
Operating revenue, per mile	1,922.91	2,001.48
Operating expenses, per mile	1,775.05	1,956.21
Total freight revenue.....	21,174.84	22,083.40
Total passenger train service revenue	73.30	33.00
Freight revenue, per mile	1,916.27	1,998.50
Total number passengers carried earning revenue.....	no record	no record
Passenger service train revenue, per mile	6.62	2.99
Average receipts per passenger, per mile	no record	no record
Taxes paid, North Carolina.....	420.92	423.02

Employees: Number—General officers, 3-3; Office clerks, 1-1; Station agents, 2-2; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-1; Other trainmen, 2-2; Machinists, 1-1; Carpenters, 2-2; Section foremen, 1-1; Other trackmen, 3-4. Total, 18-19.

We own 9.28 miles, and use 1.77 miles of Seaboard Air Line Railway Company's track making 11.05 miles operated.

Linville River Railway Company**OFFICERS**

Title	Name	Official Address
President	Edgar P. Earle	Johnson City, Tenn.
Vice-President and Treasurer	J. E. Vance	Johnson City, Tenn.
Secretary	H. Prosser	Johnson City, Tenn.
Superintendent	C. G. Beasley	Johnson City, Tenn.
Auditor	W. H. Blackwell	Johnson City, Tenn.

DIRECTORS

Edgar P. Earle, Philadelphia, Pa.; J. E. Vance, Johnson City, Tenn.; Aria Pardee, Philadelphia, Pa.; J. H. Epps, Jonesboro, Tenn.; Henry Lewis, Philadelphia, Pa.; D. W. Mackie, Cranberry, N. C.; A. G. B. Steele, Philadelphia, Pa.; H. W. Warden, Jr., Philadelphia, Pa.

ROAD OPERATED

	N. C.	Total
Cranberry, N. C., to Pineola, N. C. (miles).....		
Montezuma, N. C., to Boone, N. C. (miles).....	34.79	34.79

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 450,000.00	\$ 450,000.00
Capital stock, per mile.....	12,934.75	12,934.75
Cost of road.....	531,246.63	532,956.64
Cost of road, per mile.....	15,270.09	15,319.24
Cost of equipment.....	83,680.48	85,780.48
Cost of equipment, per mile.....	2,405.42	2,465.66
Cost of road and equipment, per mile.....	17,675.40	17,784.90
Operating revenue.....	136,342.08	120,461.08
Operating expenses (Interest on bonds not included).....	117,269.92	100,595.18
Net operating revenue.....	19,072.16	19,865.90
Operating revenue, per mile.....	3,919.00	3,462.52
Operating expenses, per mile.....	3,370.76	2,891.49
Total freight revenue.....	109,131.27	99,696.07
Total passenger train service revenue.....	25,293.06	19,326.99
Freight revenue, per mile.....	3,136.96	2,865.65
Total number passengers carried earning revenue.....	51,170	37,355
Passenger service train revenue, per mile.....	727.02	555.53
Revenue from other sources.....	1,917.25	1,437.94
Average receipts per passenger, per mile.....	.02450	.02946
Taxes paid, North Carolina.....	6,619.21	6,497.42

Employees: Number—General officers, 4-5; Office clerks, 3-2; Station agents, 7-6; Other station men, 1; Enginemen, 2-3; Firemen, 2-3; Conductors, 2-3; Other trainmen, 6-6; Machinists, 1-1; Carpenters, 2-1; Other shopmen, 1-1; Telegraph operators, 1; Section foremen, 5-5; Other trackmen, 31-27; Other employees, 1-. Total, 68-63.

Louisville and Nashville Railroad Company

OFFICERS

Title	Name	Official Address
President	W. L. Mapother	Louisville, Ky.
General Manager or Superintendent	T. E. Brooks	Louisville, Ky.
Secretary	J. C. Michael	Louisville, Ky.
Treasurer	E. S. Locke	Louisville, Ky.
Comptroller	A. J. Pharr	Louisville, Ky.
General Solicitor	W. A. Northcutt	Louisville, Ky.

DIRECTORS

F. B. Adams, New York; Lyman Delano, Wilmington; George B. Elliott, Wilmington; James B. Brown, Louisville; George C. Jenkins, Baltimore; J. R. Kenly, Wilmington, N. C.; W. L. Mapother, Louisville; J. J. Nelligan, Baltimore; Edward W. Sheldon, New York; Frederic W. Scott, Richmond, Va.; Henry Walters, New York; John I. Waterbury, New York.

HISTORY

Organized March 5, 1850, under Laws of Kentucky. Acts of Kentucky Legislature, approved March 5, 1850 (Acts 1849-50, p. 427), and numerous amendments.

ROAD OPERATED—ENTIRE LINE

	1924	1925
Main lines and branches (miles)	4,984.41	4,982.26

CAPITAL STOCK, ETC.

	1924	1925
Capital stock	\$117,000,000.00	\$ 117,000,000.00
Capital stock, per mile	23,473.19	23,483.32
Funded debt	246,079,235.00	243,756,335.00
Funded debt, per mile	49,369.78	48,924.85
Cost of road	260,140,773.32	267,779,491.10
Cost of road, per mile	52,391.51	53,758.06
Cost of equipment	127,837,005.95	132,477,986.33
Cost of equipment, per mile	25,446.75	26,578.47
Cost of road and equipment, per mile	77,838.26	80,336.53
Operating revenue	135,505,676.86	142,244,307.02
Operating expenses (Interest on bonds not included)	107,126,897.02	108,402,256.23
Net operating revenue	28,378,779.84	33,842,050.79
Operating revenue, per mile	26,864.25	28,212.05
Operating expenses, per mile	21,238.10	21,499.98
Total freight revenue	103,038,587.53	111,118,084.62
Total passenger train service revenue	29,699,593.52	28,288,625.51
Freight revenue, per mile	20,427.59	22,038.62
Total number passengers carried earning revenue	12,093,325	10,381,039
Passenger service train revenue, per mile	5,888.00	5,610.63
Average receipts per passenger, per mile .....	.03355	.03347
Taxes paid	6,189,933.77	7,049,363.35

Employees (1924): Number—Executives, officials and staff assistants, 264; Professional, clerical and general 6,823; Maintenance of way and structures, 12,760; Maintenance of equipment and stores, 17,101; Transportation (other than train, engine and yard), 4,864; Transportation (yardmasters, switchtenders and hostlers), 545; Transportation (train and engine service), 8,284. Total, 50,641.

Employees (1925): Number—Executives, officials and staff assistants, 262; Professional, clerical and general, 6,776; Maintenance of way and structures, 13,275; Maintenance of equipment and stores, 17,473; Transportation (other than train, engine and yard), 4,757; Transportation (yardmasters, switchtenders hostlers), 530; Transportation (train and engine service), 8,628. Total, 51,701.

ROAD OPERATED—NORTH CAROLINA

	1924	1925
Georgia-North Carolina State Line to Murphy (miles) -----	13.2	13.2

CAPITAL STOCK, ETC.

	1924	1925
*Capital stock-----	\$ 309,846.11	\$ 309,979.82
*Capital stock, per mile-----	23,473.19	23,483.32
*Funded debt-----	650,681.09	645,808.12
*Funded debt, per mile-----	49,369.78	48,924.85
*Cost of road-----	691,567.93	709,606.39
*Cost of road, per mile-----	52,391.51	53,758.06
*Cost of equipment-----	335,897.10	350,835.80
*Cost of equipment, per mile-----	25,446.75	26,578.47
*Cost of road and equipment, per mile-----	77,838.26	80,336.53
Operating revenue-----	32,278.05	35,168.78
Operating expenses (Interest on bonds not included)-----	63,147.85	63,910.56
Net operating revenue-----	*30,869.80	*28,741.78
Operating revenue, per mile-----	2,445.31	2,661.30
Operating expenses, per mile-----	4,783.92	4,841.71
Total freight revenue-----	13,666.99	19,762.83
Total passenger train service revenue-----	16,675.57	14,044.35
Freight revenue, per mile-----	1,035.38	1,497.18
Total number passengers carried earning revenue-----	22,305	19,156
Passenger service train revenue, per mile-----	1,263.30	1,063.97
Average receipts per passenger, per mile-----	.05388	.04717
Taxes paid, North Carolina-----	7,356.93	8,422.41

*Estimated on mileage basis.

Maxton, Alma and Southbound Railroad Company**OFFICERS**

Title	Name	Official Address
President.....	H. A. McKinnon	Maxton, N. C.
General Manager or Superintendent.....	C. Lane.....	Rowland, N. C.
Secretary.....	C. J. Cottingham.....	Alma, N. C.
Treasurer.....	A. J. McKinnon	Maxton, N. C.
Traffic Manager.....	C. Lane.....	Rowland, N. C.

DIRECTORS

H. A. McKinnon, Maxton, N. C.; R. L. McLeod, Maxton, N. C.; A. J. McKinnon, Maxton, N. C.; J. W. Ward, Rowland, N. C.; C. J. Cottingham, Alma, N. C.; A. L. Bullock, Rowland, N. C.; G. M. Pate, Rowland, N. C.

HISTORY

Organized May, 1911. Under Laws of North Carolina. Private Laws of North Carolina, Session 1911, Chapter 86, Pages 199 to 208, inclusive.

ROAD OPERATED

	N. C.	Total
Alma, N. C., to Rowland, N. C. (miles).....	15.15	15.15

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 75,000.00	\$ 75,000.00
Capital stock, per mile.....	4,950.00	4,950.50
Cost of road.....	156,742.49	156,799.27
Cost of road, per mile.....	10,346.49	10,349.79
Cost of equipment.....	29,812.29	29,812.29
Cost of equipment, per mile.....	1,967.80	1,967.80
Cost of road and equipment, per mile.....	12,313.83	12,317.59
Operating revenue.....	23,374.60	30,068.36
Operating expenses (Interest on bonds not included).....	20,927.10	26,779.65
Net operating revenue.....	2,447.50	3,288.71
Operating revenue, per mile.....	1,542.87	1,984.69
Operating expenses, per mile.....	1,381.33	1,767.63
Total freight revenue.....	20,841.12	27,303.73
Total passenger train service revenue.....	1,417.28	1,857.38
Freight revenue, per mile.....	1,375.65	1,802.22
Total passengers carried earning revenue.....	3,652	2,280
Passenger service train revenue, per mile.....	.93 .55	122.60
Revenue from other sources.....	1,116.20	907.25
Average receipts per passenger, per mile.....	.0387	.0391
Taxes paid, North Carolina.....	975.18	2,871.43

Employees: Number—General officers, 1-1; Office clerks, 0-2; Station agents, 2-2; Other station men, 0-2; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-1; Other trainmen, 1-1; Machinists, 0-1; Other shopmen, 1-0; Section foremen, 1-1; Other trackmen, 5-5. Total, 14-18.

Moore Central Railway Company

HISTORY

Organized October 1, 1924, under Laws of North Carolina, Revised Chapter 61, Amendment of Private Act of General Assembly of North Carolina.

ROAD OPERATED

	N. C.	Total
Cameron, N. C., to Hallison, N. C. (miles)-----	22	22

CAPITAL STOCK, ETC.

	1924	1925
Capital stock-----	\$ 100,000.00	\$ -----
Capital stock, per mile-----	444.44	-----
Cost of road-----	50,000.00	-----
Cost of road, per mile-----	222.00	75,000.00
Cost of equipment-----	15,000.00	-----
Cost of equipment, per mile-----	66.66	-----
Cost of road and equipment, per mile-----	288.88	3,408.00
Operating revenue-----	9,411.10	34,763.52
Operating expenses (Interest on bonds not included)-----	9,212.65	42,312.95
Net operating revenue-----	198.45	*7,549.43
Operating revenue, per mile-----	42.27	1,580.16
Operating expenses, per mile-----	41.38	1,923.31
Total freight revenue-----	8,667.44	31,486.12
Total passenger train service revenue-----	68.82	74.05
Freight revenue, per mile-----	38.52	1,431.14
Total number passengers carried earning revenue-----		247.47
Passenger service train revenue, per mile-----	3.05	.06
Revenue from other sources-----	674.84	3,203.35
Average receipts per passenger, per mile-----	3.00	-----
Taxes paid, North Carolina-----		619.08

Employees: Number—General officers, 2-4; Office clerks, 1-1; Station agents, 4-2; Other station men, 2-1; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-1; Other trainmen, 2-2; Section foremen, 2-2; Other trackmen, 10-8; Other employees, 0. Total, 26-23.

*Debit.

Norfolk and Western Railway Company

PRINCIPAL GENERAL OFFICERS

Title	Name	Official Address
President	A. C. Needles	Roanoke, Va.
Vice-President	W. J. Jenks	Roanoke, Va.
Vice-President	Charles S. Churchill	Roanoke, Va.
Vice-President	E. H. Alden	Philadelphia, Pa.
Vice-President	B. W. Herrman	Roanoke, Va.
Secretary and Assistant Treasurer	I. W. Booth	Philadelphia, Pa.
Treasurer	Joseph B. Lacy	Roanoke, Va.
General Counsel	Thomas W. Reath	Philadelphia, Pa.
General Solicitor	F. M. Rivinns	Philadelphia, Pa.
Comptroller	W. H. Wilson	Roanoke, Va.
General Manager	J. E. Crawford	Roanoke, Va.
Chief Engineer	W. P. Wiltsel	Roanoke, Va.
General Superintendent	J. T. Carey	Roanoke, Va.

DIRECTORS

Thomas W. Reath, Philadelphia, Pa.; W. W. Atterbury, Philadelphia, Pa.; M. C. Kennedy, Philadelphia, Pa.; David Flickwir, Roanoke, Va.; Samuel Rea, Philadelphia, Pa.; N. D. Maher, Roanoke, Va.; A. J. County, Philadelphia, Pa.; E. H. Alden, Philadelphia, Pa.; A. C. Needles, Roanoke, Va.; F. S. Royster, Norfolk, Va.; S. P. Bush, Columbus, Ohio.

HISTORY

Organized under Act of General Assembly of Virginia, approved January 15, 1896, entitled, "An Act authorizing the purchase of the Railroads and property of the Norfolk and Western Railroad Company, sold by foreclosure of a deed of trust or mortgage thereon, to become and be a corporation, to adopt a name therefor, and to possess and exercise general and other powers."

ROAD OPERATED

	1924	1925
Main line and branches (miles)	2,205.86	2,205.93

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$157,786,600.00	\$ 160,311,600.00
Capital stock, per mile.....	71,077.31	72,673.02
Funded debt.....	118,628,800.00	119,508,800.00
Funded debt, per mile.....	53,778.93	54,176.15
Cost of road.....	255,829,293.97	269,348,844.37
Cost of road, per mile.....	115,981.66	122,106.67
Cost of equipment.....	104,834,254.10	115,673,757.05
Cost of equipment, per mile.....	47,520.81	52,433.14
Cost of road and equipment, per mile.....	163,502.47	174,539.81
Operating revenue.....	97,709,793.24	105,218,900.99
Operating expenses (Interest on bonds not included).....	69,872,212.67	67,934,815.49
Net operating revenue.....	27,837,580.57	37,284,175.50
Operating revenue, per mile.....	43,607.01	46,952.64
Operating expenses, per mile.....	31,183.35	30,315.05
Total freight revenue.....	84,795,438.14	93,370,356.89
Total passenger train service revenue.....	11,416,423.27	10,375,262.96
Freight revenue, per mile.....	37,843.45	41,665.34
Total number passengers carried earning revenue.....	5,378,168	4,538,851
Passenger service train revenue, per mile.....	5,095.05	4,629.83
Average receipts per passenger, per mile.....	.03427	.03416
Taxes paid, North Carolina.....	7,400,000.00	8,600,000.00

Employees (1924): Number—Executives, officials and staff assistants, 188; Professional, clerical and general, 2,991; Maintenance of way and structures, 7,484; Maintenance of equipment and stores, 11,664; Transportation (other than train, engine and yard), 2,075; Transportation (yardmasters, switchtenders and hostlers), 444; Transportation (train and engine service), 4,226. Total, 29,072.

Employees (1925): Number—Executives, officials and staff assistants, 189; Professional, clerical and general, 3,127; Maintenance of way and structures, 8,415; Maintenance of equipment and stores, 11,880; Transportation (other than train, engine and yard), 2,156; Transportation (yardmasters, switchtenders and hostlers), 442; Transportation (train and engine service), 4,203. Total, 30,412.

ROAD OPERATED—NORTH CAROLINA

	1924	1925
Va.-N. C. state line to Winston-Salem N. C. }	130.74	130.74
Va.-N. C. state line to Durham N. C.-----		

CAPITAL STOCK, ETC.

	1924	1925
*Capital stock.....	\$ 9,292,647.50	\$ 9,501,270.63
*Capital stock, per mile.....	71,077.31	72,673.02
*Funded debt	7,031,057.30	7,082,989.85
*Funded debt, per mile	53,778.93	54,176.15
*Cost of road.....	15,163,442.22	15,964,226.03
*Cost of road, per mile.....	115,981.66	122,106.67
*Cost of equipment	6,212,870.69	6,855,108.72
*Cost of equipment, per mile.....	47,520.81	52,433.14
*Cost of road and equipment, per mile.....	163,502.47	174,539.81
Operating revenue.....	1,309,899.30	1,210,252.42
Operating expenses (Interest on bonds not included)	1,744,613.18	1,806,187.32
Net operating revenue.....	†434,713.88	†595,934.90
Operating revenue, per mile.....	9,995.42	9,233.04
Operating expenses, per mile.....	13,312.58	13,782.43
Total freight revenue.....	1,043,586.90	967,126.18
Total passenger train service revenue	230,754.47	210,390.52
Freight revenue, per mile	7,963.27	7,379.83
Total number passengers carried earning revenue.....	169,878	143,233
Passenger service train revenue, per mile.....	1,760.81	1,605.42
Average receipts per passenger, per mile .....	.03346	.03351
Taxes paid, North Carolina.....	82,032.67	95,122.56

*Estimated on mileage basis. †Deficit.

Piedmont and Northern Railway Company

PRINCIPAL GENERAL OFFICERS—1925

Title	Name	Official Address
President	W. S. Lee	Mercantile Bldg., Charlotte, N. C.
Vice-President	J. B. Duke	511 Fifth Ave., New York, N. Y.
Vice-President	N. A. Cocke	Mercantile Bldg., Charlotte, N. C.
Vice-President	E. Thomason	Mercantile Bldg., Charlotte, N. C.
Secretary	J. C. McGowan	Mercantile Bldg., Charlotte, N. C.
Treasurer	N. A. Cocke	Mercantile Bldg., Charlotte, N. C.
General Solicitor	W. S. O'B. Robinson	Mercantile Bldg., Charlotte, N. C.
Auditor	E. B. Hardin	Mercantile Bldg., Charlotte, N. C.
General Manager	E. Thomason	Mercantile Bldg., Charlotte, N. C.
Superintendent Motive Power	A. D. Frye	Greenville, S. C.
Traffic Manager	J. S. Cureton	Greenville, S. C.

DIRECTORS

J. B. Duke, 511 5th Avenue, New York, N. Y.; Pierpont V. Davis, 55 Wall Street, New York, N. Y.; W. S. Lee, Charlotte, N. C.; E. Thomason, Charlotte, N. C.; S. W. Cramer, Charlotte, N. C.; A. J. Draper, Charlotte, N. C.; W. S. Montgomery, Spartanburg, S. C.; V. M. Montgomery, Spartanburg, S. C.; A. W. Smith, Greenville, S. C.; John A. Law, Spartanburg, S. C.; C. E. Hutchison, Mount Holly, N. C.; E. A. Smythe, Greenville, S. C.; W. E. Beattie, Greenville, S. C.; B. B. Gossett, Charlotte, N. C.; J. A. Law, Spartanburg, S. C.; J. T. Woodside, Greenville, S. C.; J. P. Gossett, Williamston, S. C.; L. D. Blake, Belton, S. C.; J. C. Self, Greenwood, S. C.; E. F. Greene, Boston, Mass.; J. W. Arrington, Greenville, S. C.; A. F. McKissich, Greenville, S. C.; B. E. Geer, Greenville, S. C.; J. H. Separk, Gastonia, N. C.; C. C. Armstrong, Gastonia, N. C.

HISTORY

Date of organization, November 17, 1913. Greenville, Spartanburg and Anderson Railway Company, chartered under chapter L of the Code of Laws of South Carolina, 1902. March 10, 1910, amended May 9, 1911, and February 20, 1910.

Piedmont Traction Company, chartered under the Laws of North Carolina, Revisal of 1905, amended February 9, 1914.

The properties of the above-named companies were purchased by the Piedmont and Northern Railway Company, in accordance with a resolution of the stockholders of the Piedmont Traction Company, April 25, 1914, and of the Greenville, Spartanburg and Anderson Railway Company, April 24, 1914, and of the Piedmont and Northern Railway Company, May 18, 1914.

ROAD OPERATED

	1924	1925
Main line and branches (miles)	127.89	

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 8,584,600.00	\$ 8,584,600.00
Capital stock, per mile.....	67,124.08	67,124.08
Funded debt.....	6,277,700.00	6,277,700.00
Funded debt, per mile.....	49,085.93	49,085.93
Cost of road and equipment.....	16,129,698.76	16,129,698.76
Cost of road and equipment, per mile.....	126,121.66	126,121.66
Operating revenue.....	1,250,297.76	2,504,128.95
Operating expenses (Interest on bonds not included).....	1,456,115.29	1,523,832.96
Net operating revenue.....	794,182.47	980,295.99
Operating revenue, per mile.....	17,595.57	19,580.33
Operating expenses, per mile.....	11,385.68	11,915.10
Total freight revenue.....	1,835,905.32	2,172,288.41
Total passenger train service revenue.....	324,402.39	226,853.83
Freight revenue, per mile.....	14,355.69	16,985.60
Total number passengers carried earning revenue.....	755,587	524,793
Passenger service train revenue, per mile.....	2,536.57	1,773.82
Average receipts per passenger, per mile.....	.036640	.034049
Taxes paid, North Carolina.....	152,122.57	198,978.43

Employees (1924): Number—Executives, officials and staff assistants, 9; Professional, clerical and general, 49; Maintenance of way and structures, 164; Maintenance of equipment and stores, 101; Power 20; Transportation, 213. Total, 556.

Employees (1925): Number—Executives, officials and staff assistants, 11; Professional, clerical and general, 51; Maintenance of way and structures, 138; Maintenance of equipment and stores, 90; Power, 22; Transportation, 238. Total, 553.

ROAD OPERATED—NORTH CAROLINA

	1924	1925
Main line and branches (miles).....	26.69	26.69

CAPITAL STOCK, ETC.

	1924	1925
*Capital stock.....	\$ 1,791,541.69	\$ 1,791,541.69
*Capital stock, per mile.....	67,124.08	67,124.08
*Funded debt.....	1,310,103.47	1,310,103.47
*Funded debt, per mile.....	49,085.93	49,085.93
*Cost of road and equipment.....	3,366,176.42	3,366,176.42
*Cost of road and equipment, per mile.....	126,121.66	126,121.66
*Operating revenue.....	469,625.76	522,599.00
*Operating expenses (Interest on bonds not included).....	303,883.80	318,014.01
*Net operating revenue.....	165,741.96	104,584.99
*Operating revenue, per mile.....	17,595.57	19,580.33
*Operating expenses, per mile.....	11,385.68	11,915.10
*Total freight revenue.....	383,153.36	453,345.66
*Total passenger train service revenue.....	67,701.05	47,343.25
*Freight revenue, per mile.....	14,355.69	16,985.60
*Passenger service train revenue, per mile.....	2,536.57	1,773.82
*Average receipts per passenger, per mile.....	.036640	.036640

*Estimated on mileage basis.

Raleigh and Charleston Railroad Company**OFFICERS**

Title	Name	Official Address
President	S. Davies Warfield.....	Baltimore, Md.
Superintendent.....	C. Lane.....	Marion, S. C.
Secretary-Treasurer	Robert L. Nutt.....	New York, N. Y.

DIRECTORS

R. J. Blackwell, Marion, S. C.; W. Stackhouse, Marion, S. C.; Chas. R. Capps, Norfolk, Va.; D. Q. Towles, Meggetts, S. C.; E. E. Hunter, Wilmington, N. C.; S. Davies Warfield, Baltimore, Md.; Robert L. Nutt, New York, N. Y.; A. P. McAllister, Lumberton, N. C.; F. Sitterding, Richmond, Va.

ROAD OPERATED

	N. C.	Total
Marion, S. C., to Lumberton, N. C. (miles).....	21.24	42.58

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 574,500.00	\$ 574,500.00
Capital stock, per mile.....	13,492.25	13,492.25
Funded debt	550,000.00	550,000.00
Funded debt, per mile	12,916.86	12,916.86
Cost of road.....	1,096,771.63	1,096,692.21
Cost of road, per mile.....	25,757.88	25,756.04
Cost of equipment	19,260.52	19,238.85
Cost of equipment, per mile.....	452.35	451.83
Cost of road and equipment, per mile	26,210.21	26,207.87
Operating revenue.....	125,973.83	137,268.38
Operating expenses (Interest on bonds not included)	110,268.85	98,047.51
Net operating revenue.....	15,704.98	39,220.87
Operating revenue, per mile.....	2,958.52	3,223.77
Operating expenses, per mile	2,589.69	2,302.67
Total freight revenue.....	111,786.93	124,225.54
Total passenger train service revenue.....	12,720.58	11,232.07
Freight revenue, per mile	2,625.34	2,917.46
Total number passengers carried earning revenue.....	20,711	19,407
Passenger service train revenue, per mile.....	298.74	263.79
Revenue from other sources	1,466.32	1,810.77
Average receipts per passenger, per mile .....	.03598	.03599
Taxes paid, North Carolina.....	3,070.32	3,292.43

Employees: Number—General officers, 1-1; Office clerks, 3-3; Station agents, 8-8; Other station men, 2-3; Enginemen, 2-2; Firemen, 2-2; Conductors, 2-2; Other trainmen, 4-3; Machinists, 2-2; Carpenters, 1-2; Other shopmen, 2-2; Telegraph operators, 1-1; Section foremen, 3-4; Other trackmen, 16-16; Other employees, 1-1. Total, 50-52.

Roanoke Railway Company

HISTORY

Organized January 10, 1920, under Laws of Virginia.

ROAD OPERATED

	N. C.	Total
Thelma, N. C., to Brunswick, Va. (miles)-----	5.64	15

CAPITAL STOCK, ETC.

	1924
Capital stock -----	\$ 50,000.00
Capital stock, per mile -----	3,333.33
Cost of road -----	130,744.69
Cost of road, per mile -----	8,716.31
Cost of equipment -----	1,867.00
Cost of equipment, per mile -----	124.47
Cost of road and equipment, per mile -----	8,840.78
Operating revenue -----	17,827.88
Operating expenses (Interest on bonds not included) -----	18,058.27
Net operating revenue -----	*230.39
Operating revenue, per mile -----	1,188.52
Operating expenses, per mile -----	1,203.88
Total freight revenue -----	15,702.03
Freight revenue, per mile -----	1,046.80
Revenue from other sources -----	2,125.85
Taxes paid, North Carolina -----	553.69

Employees: Number—General officers, 5; Office clerks, 1; Station agents, 1; Enginemen, 2; Firemen, 2; Conductors, 1; Other trainmen, 1; Trackmen, 3. Total, 16.

Rockingham Railroad Company**OFFICERS**

Title	Name	Official Address
President	H. C. Wall.....	Rockingham, N. C.
General Superintendent	J. L. Hawley	Rockingham, N. C.
Secretary-Treasurer	J. LeGrand Everett.....	Rockingham, N. C.

DIRECTORS

Wm. Entwistle, Rockingham, N. C.; W. L. Parsons, Rockingham, N. C.; John L. Everett, Rockingham, N. C.; H. C. Wall, Rockingham, N. C.; F. W. Leake, Rockingham, N. C.; J. LeGrand Everett, Rockingham, N. C.

HISTORY

Organized 1910, under Laws of North Carolina.

ROAD OPERATED

	1924	1925
Ledbetter, N. C. (Formerly Leak, N. C.) to Gibson, N. C. (miles).....	21.4	

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 72,000.00	\$ 72,000.00
Capital stock, per mile.....	3,364.48	3,364.48
Funded debt	250,000.00	250,000.00
Funded debt, per mile	11,682.24	11,682.24
Cost of road.....	307,883.27	323,818.84
Cost of road, per mile.....	14,387.06	15,131.72
Cost of equipment	18,863.04	18,863.04
Cost of equipment, per mile.....	881.45	881.45
Cost of road and equipment, per mile	15,268.98	16,013.17
Operating revenue.....	75,845.16	70,805.88
Operating expenses (Interest on bonds not included)	61,293.15	89,988.59
Net operating revenue	14,552.01	19,182.71
Operating revenue, per mile.....	3,544.16	3,308.68
Operating expenses, per mile	2,864.16	4,205.07
Total freight revenue.....	75,220.59	70,442.08
Total passenger train service revenue	624.57	363.80
Freight revenue, per mile	3,514.81	3,291.68
Total number passengers carried earning revenue.....	905	602
Passenger service train revenue, per mile.....	.69	.33
Average receipts per passenger, per mile	3.4	3.6
Taxes paid, North Carolina.....	3,584.40	4,562.89

Employees: Number—General officers, 3-3; Office clerks, 2-2; Station agents, 2-2; Other station men, 2-1; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-1; Other trainmen, 2-2; Machinists, 1-1; Other shopmen, 2-2; Section foremen, 2-2; Other trackmen, 12-12; Other employees, 2-1. Total, 33-32.

Smoky Mountain Railway Company

OFFICERS

Title	Name	Official Address
President.....	W. M. Ritter.....	Columbus, Ohio.
Superintendent.....	E. B. McCollum.....	Proctor, N. C.
Secretary.....	James L. Hammill.....	Columbus, Ohio.
Traffic Manager.....	W. E. Weakley.....	Columbus, Ohio.

DIRECTORS

W. M. Ritter, Columbus, Ohio; S. G. Bernard, Asheville, N. C.; James L. Hammill, Columbus, Ohio; C. B. Weakley, Columbus, Ohio; Landon C. Bell, Columbus, Ohio; R. E. Pendleton, Columbus, Ohio.

HISTORY

Organized August 2, 1905, under Laws of North Carolina, Private Laws of North Carolina 1909, Chapter 151. Charter amended by Act ratified February 26, 1909.

ROAD OPERATED

	N. C.	Total
Ritter, N. C., to Bone Valley, N. C. (miles).....	9.6	9.6

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 50,000.00	\$ 50,000.00
Capital stock, per mile.....	5,208.33	5,208.33
Funded debt.....	23,000.00	23,000.00
Funded debt, per mile.....	2,395.83	2,395.83
Cost of road.....	2,221.70	120.06
Cost of road, per mile.....	231.43	12.50
Cost of equipment.....	2,138.30	1,580.55
Cost of equipment, per mile.....	222.74	164.64
Cost of road and equipment, per mile.....	454.17	177.15
Operating revenue.....	28,836.80	27,338.01
Operating expenses (Interest on bonds not included).....	27,235.35	26,701.66
Net operating revenue.....	1,601.45	636.35
Operating revenue, per mile.....	3,003.83	2,847.70
Operating expenses, per mile.....	2,837.02	2,771.00
Total freight revenue.....	28,356.41	26,037.41
Total passenger train service revenue.....	480.39	400.60
Freight revenue, per mile.....	2,953.79	2,806.00
Total number passengers carried earning revenue.....	2,582	2,132
Passenger service train revenue, per mile.....	50.40	41.73
Revenue from other sources.....		66.73
Average receipts per passenger, per mile.....	.044	.044
Taxes paid, North Carolina.....	1,199.09	860.64

Employees: Number—General officers, 2-2; Office clerks, 4-4; Station agents, 2-2; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-1; Other trainmen, 1-1; Section foremen, 1-1; Other trackmen, 7-7; Other employees, 1-1. Total, 21-21.

Tennessee and North Carolina Company

OFFICERS

Title	Name	Official Address
President.....	C. Boice.....	Newport, Tenn.
Vice-President.....	W. J. Parks.....	Newport, Tenn.
Secretary-Treasurer.....	J. W. Bell.....	Newport, Tenn.
Traffic Manager.....	W. J. Parks.....	Newport, Tenn.

DIRECTORS

C. Boice, Newport, Tenn.; D. R. Noland, Waynesville, N. C.; W. J. Parks, Newport, Tenn.; D. L. Boyd, Waynesville, N. C.; J. W. Bell, Newport, Tenn.; H. S. Mantooth, Newport, Tenn.; F. E. Alley, Waynesville, N. C.

HISTORY

Organized under the General Railroad Laws of the State of North Carolina and to succeed Tennessee and North Carolina Railroad Company.

ROAD OPERATED

	N. C.	Total
Newport, Tenn., to Crestmont, N.C. (miles).....	2.00	22.16

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 250,000.00	\$ 250,000.00
Capital stock, per mile.....	12,400.00	12,400.00
Cost of road.....	224,625.80	224,625.80
Cost of road, per mile.....	11,142.15	11,142.15
Cost of equipment.....	24,636.07	24,636.07
Cost of equipment, per mile.....	1,222.02	1,222.02
Cost of road and equipment, per mile.....	12,364.17	12,364.17
Operating revenue.....	67,158.45	61,503.66
Operating expenses (Interest on bonds not included).....	49,352.64	55,885.46
Net operating revenue.....	17,805.81	5,618.20
Operating revenue, per mile.....	3,962.15	3,628.53
Operating expenses, per mile.....	2,911.66	3,297.70
Total freight revenue.....	59,997.36	50,047.49
Total passenger train service revenue.....	4,861.51	4,249.75
Freight revenue, per mile.....	3,539.66	3,306.63
Total number passengers carried earning revenue.....	9,473	8,544
Passenger service train revenue, per mile.....	286.82	250.72
Revenue from other sources.....	2,299.56	5,396.67
Average receipts per passenger, per mile.....	.03	.03
Taxes paid, North Carolina.....	2,016.45	2,008.27

Employees: Number—General officers, 4-4; Office clerks, 3-2; Station agents, 5-5; Enginemen, 2-2; Firemen, 2-2; Conductors, 2-2; Other trainmen, 4-4; Shopmen, 1-1; Section foremen, 5-5; Other trackmen, 15-18; Other employees, 2-1. Total, 45-46.

The Pigeon River Railway Company

(LEASED TO TENNESSEE AND NORTH CAROLINA RAILROAD CO.)

OFFICERS

Title	Name	Official Address
President	E. M. Bechtel	Philadelphia, Pa.
Secretary-Treasurer	F. L. Beer	Philadelphia, Pa.

DIRECTORS

E. M. Bechtel, Philadelphia, Pa.; F. H. Ely, Philadelphia, Pa.; F. L. Beer, Philadelphia, Pa.; E. Williams, Philadelphia, Pa.; K. F. Wenz, Canton, N. C.

HISTORY

Organized November 2, 1906, under the Laws of North Carolina, Chapter 61, "Railroads," Vol. 1 Revisal of 1905 of North Carolina.

ROAD OPERATED

	N. C.	Total
West Canton, N. C., to Spruce, N. C. (miles).....	14.95	14.95

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 40,000.00	\$ 40,000.00
Capital stock, per mile.....	2,679.59	2,679.59
Funded debt.....	129,000.00	81,000.00
Funded debt, per mile.....	8,628.76	5,418.06
Cost of road.....	330,686.24	330,686.24
Cost of road, per mile.....	22,119.49	22,119.49
Cost of road and equipment, per mile	22,119.49	22,119.49

Townsville Railroad Company

OFFICERS

Title	Name	Official Address
President	J. R. Paschall	Merry Mount, N. C.
General Manager or Superintendent	S. R. Adams	Townsville, N. C.
Secretary-Treasurer	R. B. Taylor	Townsville, N. C.
Traffic Manager	W. J. Tally	Townsville, N. C.

DIRECTORS

J. R. Paschall, Merry Mount, N. C.; C. S. Taylor, Townsville, N. C.; J. E. Kimball, Townsville, N. C.; S. R. Adams, Townsville, N. C.; R. B. Taylor, Townsville, N. C.; J. A. Boyd, Townsville, N. C.; E. M. Thorpe, Townsend, Ga.

HISTORY

Organized July 2, 1919, under Laws of North Carolina. North Carolina Revisal 1905, Section 2548 and following.

ROAD OPERATED

	N. C.	Total
Townsville, N. C., to Manson, N. C. (miles).....	10.5	10.5

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 210,000.00	\$ 210,000.00
Capital stock, per mile.....	20,000.00	20,000.00
Funded debt.....	40,000.00	40,000.00
Funded debt, per mile.....	3,809.52	3,809.52
Cost of road.....	255,794.23	254,472.04
Cost of road, per mile.....	24,348.97	24,235.43
Cost of equipment.....	20,673.19	21,760.28
Cost of equipment, per mile.....	1,968.87	2,072.41
Cost of road and equipment, per mile.....	26,317.84	26,307.84
Operating revenue.....	14,234.76	15,857.01
Operating expenses (Interest on bonds not included).....	15,864.64	16,355.79
Net operating revenue.....	*1,629.88	498.78
Operating revenue, per mile.....	1,355.70	1,511.19
Operating expenses, per mile.....	1,510.92	1,557.69
Total freight revenue.....	13,522.51	15,200.76
Freight revenue, per mile.....		1,447.69
Revenue from other sources.....	56.00	656.25
Taxes paid, North Carolina.....	631.58	664.00

Employees: Number—General officers, 4-4; Station agents, 3-3; Enginemen, 1-1; Firemen, 1-1; Other trainmen, 1-1; Section foremen, 1-1; Other trackmen, 4-4. Total, 15-15.

Tuckaseegee and Southeastern Railway Company

OFFICERS

Title	Name	Official Address
President.....	Joseph Keyes.....	Washington, D. C.
General Manager or Superintendent.....	Jas. E. Walker.....	East LaPorte, N. C.
Secretary-Treasurer.....	N. M. Davidson.....	East LaPorte, N. C.
Traffic Manager.....	H. W. Price.....	East LaPorte, N. C.

DIRECTORS

Joseph Keys, Washington, D. C.; M. L. Harrison, East Radford, Va.; H. W. Shields, Bluefield, W. Va.; V. R. Rieley, East LaPorte, N. C.; Felix E. Alley, Waynesville, N. C.; N. M. Davidson, East LaPorte, N. C.; James E. Walker, East LaPorte, N. C.

HISTORY

Incorporated June 7, 1922, under Laws of North Carolina. Consolidated Statutes North Carolina, Chapters 33-36.

ROAD OPERATED

	N. C.	Total
Sylva, N. C., to East LaPorte, N. C. (miles).....	12.26	12.26

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 300,000.00	\$ 300,000.00
Capital stock, per mile.....	24,469.82	24,469.82
Funded debt.....	1,581.69	1,581.69
Funded debt, per mile.....	129.01	129.01
Cost of road.....	306,414.16	307,975.69
Cost of road, per mile.....	24,993.00	25,120.36
Cost of equipment.....	38,234.37	38,250.37
Cost of equipment, per mile.....	3,118.62	3,119.93
Cost of road and equipment, per mile.....	28,111.62	28,240.29
Operating revenue.....	86,929.27	95,394.23
Operating expenses (Interest on bonds not included).....	86,966.37	84,582.30
Net operating revenue.....	*37.10	10,811.93
Operating revenue, per mile.....	7,090.47	7,780.93
Operating expenses, per mile.....	7,083.50	6,899.05
Total freight revenue.....	79,057.84	91,305.99
Total passenger train service revenue.....	7,871.43	4,088.24
Freight revenue, per mile.....	6,448.43	7,477.47
Total number passengers carried earning revenue.....	19,678	10,220
Passenger service train revenue, per mile.....	642.04	333.45
Average receipts per passenger, per mile.....	.40	.40
Taxes paid, North Carolina.....	1,087.92	502.48

Employees: Number—General officers, 9-4; Office clerks, 2-2; Station agents, 1-1; Other station men, 1-1; Enginemen, 4-1; Firemen, 1-1; Conductors, 1-1; Other trainmen, 3-2; Machinists, 1-1; Carpenters, 1-1; Other shopmen, 2-3; Section foremen, 2-2; Other trackmen, 18-10; Other employees, 5. Total, 46-34.

*Deficit.

Virginia and Carolina Southern Railroad Company

OFFICERS

Title	Name	Official Address
President and Treasurer.....	A. T. McLean	Lumberton, N. C.
Vice-President in charge Traffic, Operation and Accounts.....	J. Q. Beckwith.....	Lumberton, N. C.
Secretary	J. D. McLean.....	Lumberton, N. C.

DIRECTORS

A. T. McLean, H. B. Jennings, F. P. Gray, A. E. White, L. H. Caldwell, S. F. Caldwell, K. M. Biggs, J. D. McLean, all of Lumberton, N. C.

HISTORY

Organized January 11, 1907, under Laws of North Carolina, Private Acts 1903, Chapter 203, Private Acts 1907, Chapter 67.

ROAD OPERATED

	N. C.	Total
Hope Mills, N. C., to Lumberton, N. C. (miles).....	27	54
St. Paul, N. C., to Elizabethtown, N. C. (miles).....	27	.....

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 141,000.00	\$ 141,000.00
Capital stock, per mile.....	2,663.39	2,663.39
Funded debt	524,000.00	524,000.00
Funded debt, per mile.....	9,960.31	9,897.99
Cost of road.....	670,453.70	673,515.22
Cost of road, per mile.....	12,664.40	12,722.23
Cost of equipment.....	82,711.27	92,617.08
Cost of equipment, per mile.....	1,562.36	1,749.49
Cost of road and equipment, per mile.....	14,226.77	14,471.72
Operating revenue.....	168,754.20	195,280.13
Operating expenses (Interest on bonds not included)	146,973.79	150,760.83
Net operating revenue.....	21,780.41	44,519.30
Operating revenue, per mile.....	3,187.66	3,688.70
Operating expenses, per mile.....	2,776.23	2,847.77
Total freight revenue.....	139,904.16	168,521.51
Total passenger train service revenue.....	23,049.38	21,372.10
Freight revenue, per mile.....	2,642.69	3,183.06
Total number passengers carried earning revenue.....	26,165	240.37
Passenger service train revenue, per mile.....	435.38	403.70
Revenue from other sources.....	5,800.66	5,386.52
Average receipts per passenger, per mile .....	.035	.039
Taxes paid, North Carolina.....	11,454.18	10,255.79

Employees: Number—General officers, 3-3; Office clerks, 3-4; Station agents, 4-4; Other station men, 7-8; Enginemen, 3-2; Firemen, 3-2; Conductors, 3-4; Other trainmen, 5-5; Machinists, 2-2; Carpenters, 1-2; Other shopmen, 1-1; Section foremen, 5-6; Other trackmen, 20-21; Other employees, 5-6. Total, 65-70.

Warrenton Railroad Company

OFFICERS

Title	Name	Official Address
President and General Manager	J. M. Gardner	Warrenton, N. C.
Secretary-Treasurer	C. R. Rodwell	Warrenton, N. C.
Traffic Manager	A. C. Blalock	Warrenton, N. C.

DIRECTORS

W. G. Rogers, M. P. Burwell, R. T. Watson, H. A. Moseley, C. E. Jackson, C. R. Rodwell, all of Warrenton, N. C.

HISTORY

Organized April 21, 1876, under Laws of North Carolina, Battle's Revisal.

ROAD OPERATED

	N. C.	Total
Warrenton, N. C., to Warren Plains, N. C. (miles).....	3-	3-

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 66,000.00	\$ 66,000.00
Capital stock, per mile.....	22,000.00	22,000.00
Cost of road.....	53,042.92	53,808.28
Cost of road, per mile.....	11,680.97	11,936.09
Cost of equipment	11,712.41	15,712.41
Cost of equipment, per mile.....	5,237.47	5,237.47
Cost of road and equipment, per mile	22,918.44	23,173.56
Operating revenue.....	34,289.17	41,459.32
Operating expenses (Interest on bonds not included)	32,133.92	29,479.36
Net operating revenue	2,155.25	11,979.96
Operating revenue, per mile.....	11,429.72	13,819.74
Operating expenses, per mile	10,744.64	9,826.45
Total freight revenue.....	33,183.37	40,400.82
Total passenger train service revenue	1,105.80	1,058.50
Freight revenue, per mile	11,061.12	13,466.94
Total number passengers carried earning revenue.....	591	354
Passenger service train revenue, per mile.....	368.60	352.83
Revenue from other sources	180.67	240.00
Average receipts per passenger, per mile .....	.071	.07
Taxes paid, North Carolina.....	1,451.26	1,777.05

Employees: Number—General officers, 5-5; Other station men, 4-4; Enginemen, 1-1; Firemen, 1-1; Other trainmen, 1-1. Total, 12-12.

Washington and Vandemere Railroad Company

OFFICERS

Title	Name	Official Address
President	A. D. MacLean	Washington, N. C.
General Manager or Superintendent.....	P. R. Albright	Wilmington, N. C.
Secretary-Treasurer	John T. Reid	Wilmington, N. C.
Traffic Manager	R. A. Brand	Wilmington, N. C.

DIRECTORS

A. D. MacLean, Washington, N. C.; C. A. Flynn, Washington, N. C.; Lyman Delano, Wilmington, N. C.; Geo. B. Elliott, Wilmington, N. C.; R. D. Cronly, Wilmington, N. C.

HISTORY

Organized December 5, 1903, under Laws of North Carolina. Chartered by Act of General Assembly Chapter 245, Private Laws of 1903. Amended by Act of General Assembly, Chapter 40, Private Law 1907.

ROAD OPERATED

	N. C.	Total
Near Washington, N. C., to Vandemere, N. C. (miles).....	40.52	40.52

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 125,000.00	\$ 125,000.00
Capital stock, per mile	3,084.90	3,084.90
Funded debt	720,000.00	720,000.00
Funded debt, per mile	17,769.00	17,769.00
Cost of road.....	596,782.07	597,307.92
Cost of road, per mile.....	14,728.09	14,741.06
Cost of equipment	74,752.60	72,143.60
Cost of equipment, per mile.....	1,844.83	1,780.44
Cost of road and equipment, per mile	16,572.92	16,521.51
Operating revenue.....	84,108.75	74,030.59
Operating expenses (Interest on bonds not included)	103,412.66	91,575.22
Net operating revenue	*19,303.91	17,544.63
Operating revenue, per mile.....	2,075.73	1,827.01
Operating expenses, per mile	2,552.14	2,260.00
Total freight revenue	69,958.63	60,909.66
Total passenger train service revenue	13,649.95	12,580.27
Freight revenue, per mile	1,726.52	1,503.20
Total number passengers carried earning revenue.....	14,070	12,022
Passenger service train revenue, per mile.....	336.87	310.47
Revenue from other sources	500.17	540.66
Average receipts per passenger, per mile .....	.0342	.0258
Taxes paid, North Carolina.....	4,731.48	4,965.25

Employees: Number—General officers, 1-1; Station agents, 3-3; Other station men, 2-2; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-1; Other trainmen, 2-2; Telegraph operators, 1-1; Section foremen, 4-4; Other trackmen, 15-13; Other employees, 2-2; Total, 32-31.

* Deficit

Wellington and Powellsville Railroad Company

OFFICERS

Title	Name	Official Address
President.....	J. A. Pretlow.....	Franklin, Va.
Receiver.....	J. A. Pretlow.....	Franklin, Va.
Secretary.....	Mrs. Elizabeth Baker.....	Norfolk, Va.
Treasurer for Receiver.....	G. G. McCann.....	Franklin, Va.

DIRECTORS

A. T. Baker, Norfolk, Va.; Mrs. Elizabeth Baker, Norfolk, Va.; John H. Small, Washington, D. C.; E. F. Branning, New York, N. Y.; J. A. Pretlow, Franklin, Va.

HISTORY

Organized October 20, 1893, under Laws of North Carolina. Laws 1833, Chapter 258 amended Chapter 24, 1897.

ROAD OPERATED

	N. C.	Total
Ahoskie, N. C., to Windsor, N. C. (miles).....	22	22

CAPITAL STOCK, ETC.

	1924	1925
Capital stock.....	\$ 90,000.00	\$ 90,000.00
Capital stock, per mile.....	4,090.90	4,090.90
Funded debt.....	33,000.00	36,000.00
Funded debt, per mile.....	1,500.00	1,674.42
Cost of road.....	189,212.73	189,262.68
Cost of road and equipment, per mile.....	8,600.00	8,802.91
Operating revenue.....	66,434.15	83,871.52
Operating expenses (Interest on bonds not included).....	71,167.61	84,276.70
Net operating revenue.....	*4,733.46	*405.18
Operating revenue, per mile.....	3,019.73	390.10
Operating expenses, per mile.....	3,416.71	391.98
Total freight revenue.....	54,445.34	76,060.41
Total passenger train service revenue.....	10,117.26	7,341.45
Freight revenue, per mile.....	2,474.79	353.76
Total number passengers carried earning revenue.....	10,158	7,262
Passenger service train revenue, per mile.....	459.87	341.50
Revenue from other sources.....	1,871.55	469.66
Average receipts per passenger, per mile.....	4.1	3.51
Taxes paid, North Carolina.....	1,476.87	850.54

Employees: Number—General officers, 3-2; Office clerks, 1-1; Station agents, 5-5; Other station men, 1-1; Enginemen, 3-3; Firemen, 2-2; Conductors, 2-2; Other trainmen, 3-3; Machinists, 2-2; Carpenters, 1-1; Other shopmen, 4-3; Section foremen, 3-3; Other trackmen, 20-20; Other employees, 3-3. Total, 53-51.

*Deficit.

Wilmington, Brunswick and Southern Company

OFFICERS

Title	Name	Official Address
President	M. J. Corbett.....	Wilmington, N. C.
General Manager	M. W. Dwine	Wilmington, N. C.
Secretary	Walker Taylor	Wilmington, N. C.
Treasurer	H. C. McQueen	Wilmington, N. C.
Traffic Manager	H. M. Shannon	Southport, N. C.

DIRECTORS

M. J. Corbett, Wilmington, N. C.; J. W. Brooks, Wilmington, N. C.; M. W. Dwine, Wilmington, N. C.; F. B. Gault, Wilmington, N. C.; Walker Taylor, Wilmington, N. C.; J. A. Jones, Laurinburg, N. C.; H. C. McQueen, Wilmington, N. C.; C. E. Taylor, Jr., Wilmington, N. C.

HISTORY

Organized January 22, 1907, under the Laws of North Carolina—General Laws.

ROAD OPERATED

	N. C.	Total
Navassa, N. C., to Southport, N. C. (miles)	30.2	30.2

CAPITAL STOCK, ETC.

	1924	1925
Capital stock	\$ 165,000.00	\$ 165,000.00
Capital stock, per mile	5,463.59	5,463.59
Funded debt	180,000.00	180,000.00
Funded debt, per mile	5,960.26	5,960.26
Cost of road	451,120.31	447,286.89
Cost of road, per mile	14,937.76	14,810.82
Cost of equipment	57,211.62	57,211.62
Cost of equipment, per mile	1,894.42	1,894.42
Cost of road and equipment, per mile	16,832.18	16,705.24
Operating revenue	62,566.99	60,571.54
Operating expenses (Interest on bonds not included)	65,304.64	48,557.49
Net operating revenue	*2,737.65	12,014.05
Operating revenue, per mile	2,071.75	2,005.68
Operating expenses, per mile	2,162.40	1,607.86
Total freight revenue	46,669.54	46,299.98
Total passenger train service revenue	13,852.10	11,615.76
Freight revenue, per mile	1,545.35	1,533.11
Total number passengers carried earning revenue	12,996	9,679
Passenger service train revenue, per mile	458.68	384.96
Revenue from other sources	2,045.35	2,655.80
Average receipts per passenger, per mile .....	.03568	.0341
Taxes paid, North Carolina	1,868.10	1,800.00

Employees: Number—General officers, 5-5; Office clerks, 1-1; Station agents, 2-2; Other station men, 3-2; Enginemen, 1-1; Firemen, 1-1; Conductors, 1-1; Other trainmen, 2-2; Machinists, 1-1; Other shopmen, 1-1; Section foremen, 3-2; Other trackmen, 18-12; Other employees, 1. Total, 39-32.

*Deficit.

Winston-Salem Southbound Railway Company

PRINCIPAL GENERAL OFFICERS—1925

Title	Name	Official Address
President.....	H. E. Fries.....	Winston-Salem, N. C.
Vice-President.....	J. R. Kenly.....	Wilmington, N. C.
Secretary.....	J. F. Post.....	Wilmington, N. C.
Treasurer.....	John T. Reid.....	Wilmington, N. C.
General Counsel.....	Burton Craig.....	Winston-Salem, N. C.
General Auditor.....	W. D. McCaig.....	Wilmington, N. C.
Chief Engineer.....	J. E. Willoughby.....	Wilmington, N. C.
General Superintendent.....	G. F. Turley.....	Winston-Salem, N. C.
Traffic Manager.....	S. P. Collier.....	Winston-Salem, N. C.

DIRECTORS

H. E. Fries, Winston-Salem, N. C.; N. D. Maher, Roanoke, Va.; A. C. Needles, Roanoke, Va.; D. W. Flickwir, Roanoke, Va.; J. R. Kenly, Wilmington, N. C.; George B. Elliott, Wilmington, N. C.

HISTORY

Date of organization, February 13, 1905.

Organized under the Laws of the State of North Carolina, Private Laws of the State of North Carolina, passed by the General Assembly at its session of 1905 (page 93), chapter 34, entitled "An Act to Incorporate the Winston-Salem Southbound Railway Company," amending sections 10 and 11 of the Private Acts of 1905, chapter 34, page 96, ratified January 31, 1907.

Private Laws of the State of North Carolina, passed by the General Assembly at its session of 1909 (page 539), chapter 252, entitled "An Act extending the time for construction of the Winston-Salem Southbound Railway Company," ratified March 5, 1909.

Acts of the General Assembly of the State of North Carolina, H. B. 888, S. B. 584, entitled "An Act to amend the charter of the Winston-Salem Southbound Railway Company," amending section 2 of chapter 34 of the Private Laws of North Carolina passed at its session of 1905, ratified February 11, 1911.

Private Laws of the State of North Carolina, passed by the General Assembly at its session of 1911 (page 892), chapter 357, entitled "An Act to amend An Act relating to the Southbound Railway Company," ratified February 25, 1911.

ROAD OPERATED—NORTH CAROLINA

	1924	1925
Winston-Salem, N. C., to Wadesboro, N. C. (miles)-----	87.7	-----
Under contract and trackage rights-----	6.82	-----

CAPITAL STOCK, ETC.

	1924	1925
Capital stock-----	\$ 1,245,000.00	\$ 1,245,000.00
Capital stock, per mile-----	14,196.12	14,196.12
Funded debt-----	5,000,000.00	5,000,000.00
Funded debt, per mile-----	57,012.54	57,012.54
Cost of road-----	5,589,577.68	5,604,498.60
Cost of road, per mile-----	63,735.22	63,905.35
Cost of equipment-----	372,065.46	454,706.31
Cost of equipment, per mile-----	4,242.47	5,184.79
Cost of road and equipment, per mile-----	67,977.69	69,090.14
Operating revenue-----	1,229,393.29	1,387,332.50
Operating expenses (Interest on bonds not included)-----	910,666.34	819,117.56
Net operating revenue-----	318,726.95	568,214.94
Operating revenue, per mile-----	13,006.70	14,677.66
Operating expenses, per mile-----	9,634.64	8,666.08
Total freight revenue-----	1,091,651.49	1,256,609.95
Total passenger train service revenue-----	119,193.46	110,426.35
Freight revenue, per mile-----	11,549.42	13,294.65
Total number passengers carried earning revenue-----	48,597	37,254
Passenger service train revenue, per mile-----	1,261.04	1,168.29
Average receipts per passenger, per mile-----	.03468	.03439
Taxes paid, North Carolina-----	71,825.01	76,199.17

Employees (1924): Number—Executives, officials and staff assistants, 4; Professional, clerical and general, 37; Maintenance of way and structures, 85; Maintenance of equipment and stores, 4; Transportation (other than train, engine and yard), 16; Transportation (train and engine service), 47. Total, 193.

Employees (1925): Number—Executives, officials and staff assistants, 4; Professional, clerical and general, 36; Maintenance of way and structures, 88; Maintenance of equipment and stores, 4; Transportation (other than train, engine and yard), 18; Transportation (train and engine service), 49. Total, 199.

N. C. CORPORATION COMMISSION

RECAPITULATION COST OF ROAD, CAPITAL STOCK, FUNDED DEBT, EARNINGS AND EXPENSES—NORTH CAROLINA, 1925.

Railroad	Miles of Road	Cost of Road and Equipment	Capital Stock	Funded Debt	Operating Revenue	Operating Expense	Total Freight Revenue	Total Passenger Train Revenue
Atlantic Coast Line R. R.-----	1,007.94	\$ 52,470,283.15	\$ 14,960,448.77	\$ 33,711,756.35	\$20,538,553.84	\$14,234,077.21	\$14,877,792.33	\$ 5,260,246.38
Norfolk Southern R. R.-----	679.97	28,602,530.05	13,866,917.40	14,319,359.03	7,986,646.30	5,847,822.42	6,797,772.80	1,072,554.89
Atlantic and North Carolina R. R. (Norfolk Southern, Lessor)-----	95.82	2,129,200.00	1,797,200.00	325,000.00	15,645,605.34	10,394,533.39	12,024,858.07	3,327,711.46
Seaboard Air Line Ry.-----	637.35	39,000,580.36	11,004,992.52	29,777,255.16	40,261,156.92	30,374,384.23	21,388,378.68	22,453,603.21
Southern Railway-----	591.25	66,271,138.39	25,589,195.40	-	51,045.10	22,287.16	47,965.42	-
Southern Railway, Lessors of:					*	*	*	*
Asheville and Craggy Mountain Ry.-----	2.26	37,727.49	24,200.00	-				
Asheville Southern R. R.-----	2.18	53,782.25	60,000.00	-				
Atlantic and Charlotte Air Line Ry.-----	43.18	3,561,686.82	279,025.27	3,282,651.55	†	†	†	†
Atlantic and Danville Ry.-----	22.15	606,356.35	173,746.00	434,365.00	†	†	†	†
Atlantic and Yadkin Ry. (A. E. Smith and J. W. Fry, Receivers)-----	163.10	2,357,296.55	1,000,000.00	1,500,000.00	1,397,623.34	961,541.32	1,193,136.26	173,378.93
Carolina and Tennessee Southern Ry.-----	13.96	570,865.31	60,000.00	643,000.00	†	†	†	†
Danville and Western Ry.-----	8.96	241,556.65	40,256.65	345,490.64	54,656.00	38,288.77	48,918.02	5,026.11
High Point, Randolph, Asheboro and Southern R. R.-----	27.84	682,631.21	248,400.00	402,000.00	126,369.60	97,748.92	114,823.08	7,738.28
North and South Carolina R. R.-----	3.73	112,211.08	50,000.00	62,211.08	†	†	†	†
North Carolina R. R.-----	233.55	4,975,627.53	4,000,000.00	4,975,627.53	†	†	†	†
North Carolina Midland R. R.-----	53.50	1,722,000.00	924,000.00	801,000.00	†	†	†	†
Souther Railway—Carolina Division-----	148.71	3,249,276.32	874,238.32	2,360,047.55	†	†	†	†
State University R. R.-----	10.20	68,060.07	31,300.00	-	46,476.99	50,817.81	33,693.74	9,059.83
Tallulah Falls Ry. (J. F. Gray, Receiver)-----	14.00	417,324.04	79,291.50	372,434.30	324,864.73	225,651.04	300,573.87	21,932.57
Yadkin R. R.-----	14.00	1,388,974.68	625,000.00	615,000.00	-	-	-	-
	3,760.35	\$208,316,138.30	\$ 75,084,211.83	\$134,188,355.11	\$76,601,225.47	\$53,261,146.72	\$57,883,136.80	\$17,076,033.02

Total

RECAPITULATION

MISCELLANEOUS ROADS:	
Aberdeen and Rockfish R. R.	44.9
Appalachian Ry.	10.0
Atlantic and Carolina R. R.	10.00
Atlantic and Western R. R.	24.00
Black Mountain Ry.	23.73
Bonlee and Western Ry.	10.35
Carolina R. R.	15.23
Carolina, Clinchfield and Ohio Ry.	117.40
Carolina and Northeastern R. R.	15.00
Carolina and Northwestern Ry.	87.30
Cliffsider R. R.	5.00
Dover and Southbound Ry.	24.75
Durham and Southern Ry.	56.87
East Carolina Ry.	39.20
East Tennessee and Western North Carolina R. R.	36.18
Elkin and Alleghany R. R.	15.00
Graham Point, Thomasville and Denton R. R.	12.00
High Point, Thomasville and Denton R. R.	34.81
Kinston-Carolina R. R.	30.47
Laurinburg and Southern R. R.	30.00
Lawndale Ry. and Industrial Co.	11.05
Linville River Ry.	34.79
Louisville and Nashville R. R.	13.20
Maxton, Alma and Southbound R. R.	15.15
Moore Central	22.00
Norfolk and Western Ry.	130.74
Piedmont and Northern Ry.	26.69
Pigeon River R. R.	14.95
Raleigh and Charleston R. R.	21.24
Rockingham R. R.	21.40
Smoky Mountain Ry.	9.60
Tennessee and North Carolina R. R.	2.00
The Townsville R. R.	10.50
Tuckaseegee and Southeastern Ry.	12.26
Virginia and Carolina Southern R. R.	52.94
242,694.39	208,800.00
332,905.14	100,000.00
74,525.19	10,000.00
625,549.57	332,000.00
447,096.06	50,000.00
80,956.96	61,600.00
94,026.37	35,000.00
28,910,586.61	11,062,996.46
435,743.79	300,000.00
2,748,862.63	986,249.92
149,145.96	80,000.00
186,491.79	100,000.00
1,542,772.87	1,350,000.00
587,012.25	55,500.00
1,296,873.07	490,800.00
58,225.83	56,000.00
159,393.00	150,000.00
333,319.48	212,905.00
78,812.88	35,000.00
416,527.46	225,000.00
79,563.27	60,000.00
618,737.12	450,000.00
1,050,442.19	309,979.82
186,611.56	75,000.00
75,000.00	75,000.00
22,189,334.75	9,500,270.63
3,366,176.42	1,791,541.69
330,686.24	40,000.00
556,655.09	81,000.00
342,681.88	274,354.10
1,700.60	250,000.00
209,562.68	50,000.00
114,187.91	23,000.00
276,232.32	114,187.91
210,000.00	40,000.00
348,226.06	300,000.00
1,581.69	1,581.69
384,394.23	384,394.23
844,582.30	844,582.30
195,280.13	195,280.13
208,800.00	165,000.00
111,000.00	34,000.00
332,000.00	332,000.00
575,000.00	330,000.00
19,614.58	19,760.96
30,786.53	28,103.03
3,530,948.24	3,530,948.24
195,500.00	195,500.00
1,454,536.49	1,454,536.49
15,554.82	15,554.82
32,404.78	32,404.78
39,085.77	39,085.77
12,065,948.42	12,065,948.42
39,069.88	39,069.88
777,645.09	777,645.09
25,971.72	25,971.72
46,213.18	46,213.18
664,178.90	664,178.90
180,696.99	180,696.99
147,446.00	147,446.00
289,306.38	289,306.38
24,027.82	24,027.82
4,211.71	4,211.71
271,832.62	271,832.62
46,532.50	46,532.50
150,416.63	150,416.63
22,116.40	22,116.40
120,461.08	120,461.08
35,168.72	35,168.72
30,068.36	30,068.36
34,763.52	34,763.52
1,210,252.42	1,210,252.42
1,806,187.32	1,806,187.32
522,599.00	522,599.00
81,014.01	81,014.01
286,575.39	274,354.10
72,000.00	70,905.88
50,000.00	27,338.01
114,187.91	61,503.66
210,000.00	15,857.01
276,232.32	16,355.79
210,390.52	16,200.76
47,343.00	15,000.00
170,534.83	170,534.83
91,351.08	91,351.08
29,790.36	29,790.36
77,112.99	77,112.99
52,832.61	52,832.61
63,217.07	63,217.07
19,506.71	19,506.71
28,565.23	28,565.23
2,186,446.52	2,186,446.52
3,372,97.59	3,372,97.59
135,378.75	135,378.75
34,141.12	34,141.12
36,085.92	36,085.92
663,110.99	663,110.99
31,378.05	31,378.05
33,427.72	33,427.72
630,542.11	630,542.11
27,147.15	27,147.15
6,329,34.00	6,329,34.00
242,697.34	242,697.34
23,683.82	23,683.82
4,211.71	4,211.71
265,004.79	265,004.79
43,289.64	43,289.64
138,405.24	138,405.24
22,083.40	22,083.40
99,696.04	99,696.04
19,326.99	19,326.99
67,761.87	67,761.87
26,779.65	26,779.65
27,303.73	27,303.73
31,486.12	31,486.12
987,126.13	987,126.13
433,345.66	433,345.66
81,014.01	81,014.01
242,697.34	242,697.34
37,046.34	37,046.34
6,827.70	6,827.70
2,912.26	2,912.26
1,568.37	1,568.37
33.00	33.00
14,044.93	14,044.93
1,857.38	1,857.38
400.60	400.60
4,249.75	4,249.75
5,652.60	5,652.60
363.80	363.80
400.60	400.60
21,372.10	21,372.10

RECAPITULATION—Continued

Railroad	Miles of Road	Cost of Road and Equipment	Capital Stock	Funded Debt	Operating Revenue	Operating Expense	Total Freight Revenue	Total Passenger Train Revenue
Warrenton R. R.	3.00	\$ 69,520.69	\$ 66,000.00	\$ 36,000.00	\$ 41,459.32	\$ 29,479.36	\$ 40,400.82	\$ 1,058.50
Wellington and Powellsville R. R.	21.55	189,262.68	90,000.00	720,000.00	83,871.52	84,276.70	76,060.41	7,341.45
Washington and Vandemere R. R.	40.52	669,451.52	125,000.00	163,000.00	74,030.59	91,575.22	60,909.66	1,503.20
Wilmington, Brunswick and Southern R. R.	30.20	504,408.51	180,000.00	180,000.00	60,571.54	48,557.49	46,299.98	11,615.76
Winston-Salem Southbound Ry.	87.70	6,059,204.91	45,000.00	50,000.00	1,387,332.50	819,117.56	1,256,609.95	110,426.35
Total.....	1,223.67	\$ 77,566,774.09	\$ 31,069,406.82	\$ 27,288,876.78	\$ 10,757,669.07	\$ 8,318,110.00	\$ 9,780,565.05	\$ 783,292.44
Grand Total	5,001.02	\$286,084,912.39	\$106,753,618.65	\$161,477,231.89	\$87,358,885.54	\$61,579,256.72	\$67,673,701.85	\$17,889,385.46

*Included in Asheville and Craggy Mountain Ry.

†Included in Southern Ry.

‡Included in Tennessee and North Carolina R. R.

EXPRESS COMPANIES

American Railway Express Company

OFFICERS

Title	Name	Official Address
President	R. E. M. Cowie	New York, N. Y.
Vice-President in Charge of Operations	C. W. Robie	New York, N. Y.
Vice-President in Charge of Operations	E. A. Stedman	Chicago, Ill.
Vice-President in Charge of Operations	C. D. Summy	St. Louis, Mo.
Vice-President in Charge of Operations	William G. Smith	Atlanta, Ga.
Vice-President in Charge of Operations	A. Christeson	San Francisco, Cal.
Vice-President in Charge of Traffic	F. S. Holbrook	New York, N. Y.
Vice-President in Charge of Accounts	Charles A. Lutz	New York, N. Y.
Secretary	E. R. Merry, Jr.	New York, N. Y.
Vice-President and Treasurer	J. W. Newlean	New York, N. Y.
General Counsel	H. S. Marx	New York, N. Y.
General Auditor	S. M. Baker	Chattanooga, Tenn.
General Auditor	Richard Burr	Chicago, Ill.
General Auditor	J. F. Brizzie	Philadelphia, Pa.
General Auditor	H. D. Freeman	New York, N. Y.

DIRECTORS

J. S. Alexander, W. M. Barrett, Newcomb Carlton, R. E. M. Cowie, H. W. deForest, J. H. Harding, W. A. Harriman, Charles Hayden, J. G. Milburn, C. A. Peabody, Mortimer L. Schiff, A. H. Wiggin, all of New York City.

HISTORY

Organized June, 1918, under Laws of Delaware.

MILEAGE

	Entire System		N. C.	
	1924	1925	1924	1925
Steam roads	222,278.05	222,042.43	3,076.10	3,074.62
Electric lines	2,991.47	2,948.90	38.49	38.49
Coastwise steamboat lines	16,256.50	11,388.50	-----	-----
Inland steamboat lines	6,247.62	6,249.62	-----	-----
Trans-oceanic steamboat lines	10,820.00	8,720.00	-----	-----
Stage lines	768.32	454.28	-----	-----
Miscellaneous	10.75	10.75	-----	-----
Totals	259,372.71	251,814.48	3,114.59	3,113.11

OPERATING REVENUES

Account	1924	1925
TRANSPORTATION:		
Express—domestic.....	\$ 287,278,763.26	\$ 290,300,069.92
Miscellaneous.....	2,652.35	2,972.40
Total transportation.....	\$ 287,281,415.61	\$ 290,303,042.32
CONTRACT PAYMENTS:		
Express privileges—Dr.....	139,997,383.58	143,831,906.51
Revenue from transportation.....	\$ 147,284,032.03	\$ 146,471,135.81
OPERATIONS OTHER THAN TRANSPORTATION:		
Custom brokerage fees.....	\$ 206,488.06	\$ 203,273.82
Order and commission.....	4,701.03	4,509.26
Rents of buildings and other property.....	179,312.70	138,171.58
C.O.D. checks	2,323,002.61	2,278,777.16
Profit on exchange and other financial revenue.....	3,879.09	76.26
Miscellaneous.....	638,367.43	619,094.45
Total other than transportation.....	\$ 3,355,750.92	\$ 3,243,902.53
Total operating revenues.....	\$ 150,639,782.95	\$ 149,715,038.34

OPERATING EXPENSES

Account	1924	1925
Maintenance.....	\$ 7,932,827.69	\$ 8,475,533.89
Traffic.....	298,470.68	425,165.12
Transportation.....	130,475,536.78	129,395,614.70
General.....	8,739,774.13	8,136,580.15
Total operating expenses.....	\$ 147,446,609.28	\$ 146,432,893.86

BALANCE SHEET

Assets	Balance at Close of Year 1924	Liabilities	Balance at Close of Year 1924
Investment	\$ 52,627,371.10	Capital stock	\$ 34,642,000.00
Current assets	35,797,208.01	Current liabilities	27,620,904.04
Deferred assets	502,259.19	Deferred liabilities	2,696,972.47
Unadjusted debits	1,997,007.56	Unadjusted credits	23,542,805.84
Total	\$ 91,123,845.86	Corporate surplus	2,621,163.51
		Total	\$ 91,123,845.86
	Year 1925		Year 1925
Investment	\$ 52,381,522.98	Capital stock	\$ 34,642,000.00
Current assets	35,217,149.48	Current liabilities	28,432,361.47
Deferred assets	425,102.31	Deferred liabilities	2,602,199.95
Unadjusted debits	1,399,113.58	Unadjusted credits	20,893,813.69
Total	\$ 89,422,888.35	Corporate surplus	2,852,513.24
		Total	\$ 89,422,888.35

EQUIPMENT OWNED

	1924	1925
Equipment owned	\$ 14,731,594.21	\$ 14,173,442.32

Southeastern Express Company

OFFICERS

Title	Name	Official Address
President	J. E. Skaggs	Atlanta, Ga.
Vice-President and General Counsel	Sanders McDaniel	Atlanta, Ga.
Secretary-Treasurer	F. W. Woods	Atlanta, Ga.
Auditor	J. E. O'Keeffe	Atlanta, Ga.
General Manager	W. F. Ferrell	Atlanta, Ga.
Traffic Manager	C. B. Williams	Atlanta, Ga.

DIRECTORS

H. C. Armstrong, Selma, Ala.; Robert F. Maddox, Atlanta, Ga.; R. A. Brown, Birmingham, Ala.; Jos. L. Graham, Winston-Salem, N. C.; Sanders McDaniel, Atlanta, Ga.; Z. C. Patten, Chattanooga, Tenn; J. E. Skaggs, Atlanta, Ga.

HISTORY

Organized 1920, under Laws of Alabama.

MILEAGE

	Entire System		N. C.	
	1924	1925	1924	1925
Steam roads	9,970.65	9,970.65	1,471.57	1,471.57
Electric lines	157.18	154.18		
Inland steamboat line	388.00	388.00		
Miscellaneous	38.00	6.00		
Totals	10,553.83	10,518.83	1,471.57	1,471.57

OPERATING REVENUES

Account	1924	1925
TRANSPORTATION:		
Express—domestic.....	\$ 7,903,288.43	\$ 8,037,603.52
Miscellaneous.....	7,100.99	3,254.80
Total transportation.....	<u>\$ 7,910,389.42</u>	<u>\$ 8,040,858.32</u>
CONTRACT PAYMENTS:		
Express privileges—Dr.....	\$ 3,754,731.81	\$ 3,912,195.07
Revenue from transportation.....	\$ 4,155,657.61	\$ 4,128,663.25
OPERATIONS OTHER THAN TRANSPORTATION:		
Customs brokerage fees.....	\$ 33.81	\$ 41.17
Order and commission.....	1.90	3.67
Rents of buildings and other property.....	3,990.00	3,238.00
Money orders.....	8,263.72	9,306.68
C.O.D.	98,030.18	99,255.16
Miscellaneous.....	17.53	270.39
Total other than transportation.....	<u>\$ 110,337.14</u>	<u>\$ 112,115.07</u>
Total operating revenues.....	<u>\$ 4,265,994.75</u>	<u>\$ 4,240,778.32</u>

OPERATING EXPENSES

Account	1924	1925
Maintenance.....		
Traffic.....	\$ 277,085.27	\$ 301,550.63
Transportation.....	32,439.29	53,077.31
General.....	3,538,389.22	3,473,055.49
Total operating expenses.....	<u>\$ 4,102,732.12</u>	<u>\$ 4,085,978.23</u>

BALANCE SHEET

Assets	Balance at Close of Year 1924	Liabilities	Balance at Close of Year 1924
Investment.....	\$ 1,297,229.68	Capital stock.....	\$ 1,000,000.00
Current assets.....	1,009,719.35	Current liabilities.....	743,981.39
Unadjusted debits.....	6,524.31	Unadjusted credits.....	516,645.95
Total.....	\$ 2,313,473.34	Corporate surplus.....	52,846.00
		Total.....	\$ 2,313,473.34
		Year 1925	Year 1925
Investment.....	\$ 1,300,297.85	Capital stock.....	\$ 1,000,000.00
Current assets.....	1,339,610.08	Current liabilities.....	970,844.07
Unadjusted debits.....	8,357.75	Unadjusted Credits.....	600,242.21
Total.....	\$ 2,648,265.68	Corporate surplus.....	77,179.40
		Total.....	\$ 2,648,265.68

EQUIPMENT OWNED

	1924	1925
Equipment owned.....	\$ 684,754.08	\$ 555,389.05

THE PULLMAN COMPANY

OFFICERS

Title	Name	Official Address
President.....	E. F. Carry.....	Chicago, Ill.
Secretary.....	J. F. Kane.....	Chicago, Ill.
General Counsel.....	G. S. Fernald.....	Chicago, Ill.

PROPERTY OPERATED

	1924	1925
Total length of main lines of railroads over which its cars are run (miles).....	181,094.00	185,408.00
Mileage in North Carolina.....	2,029.75	1,998.55

CAPITAL STOCK

	1924	1925
Capital stock.....	\$ 135,000,000.00	\$ 135,000,000.00

Postal Telegraph-Cable Company

OFFICERS

Title	Name	Official Address
President	Charles H. Mackay	New York, N. Y.
Vice-President and General Manager.....	Edward Reynolds	New York, N. Y.
Vice-President.....	E. C. Platt	New York, N. Y.
Treasurer.....	E. C. Platt	New York, N. Y.
Assistant Treasurer.....	Joseph J. Cardona	New York, N. Y.
Assistant Treasurer.....	Robert J. Hall	New York, N. Y.
Assistant Treasurer.....	Milton W. Blackmar	New York, N. Y.
Secretary	William B. Dunn	New York, N. Y.

RECEIPTS IN NORTH CAROLINA

	1924	1925
Commercial telegraph tolls, interstate.....	\$ 81,247.29	\$ 186,086.56
Commercial telegraph tolls, interstate local.....	71,821.90	-----
Commercial telegraph tolls, intrastate	35,535.25	37,604.01
Government telegraph tolls, interstate.....	794.49	50.17
Government telegraph tolls, interstate local.....	134.80	-----
Government telegraph tolls, intrastate	366.83	1,089.22
Press telegraph tolls, interstate.....	1,196.19	3,845.99
Press telegraph tolls, interstate local.....	3,887.22	-----
Press telegraph tolls, intrastate	4,251.22	6,908.41
Other telegraph transmission revenue.....	1,782.75	1,657.89
Stock and commercial news	5,655.56	5,740.64
Money transfer tolls.....	1,455.55	1,800.73
Money transfer premiums	956.31	1,131.43
Messenger service.....	10.41	10.40
Telegraph tolls on cable messages.....	971.63	1,069.57
Telephone receipts, interstate	11,118.85	13,618.38
Telephone receipts, intrastate	13,611.95	18,705.40
Rents for leased wires	792.94	307.29
Rents from other operated property	2,215.73	2,024.27
Land tolls on radio	12.17	29.18
Miscellaneous rent income.....	1,200.00	480.00
Total receipts	\$ 239,019.14	\$ 282,159.54

EXPENSES

	1924	1925
Supervision of operations	\$ 45,046.41	\$ 51,390.52
Wages, operators	38,441.87	48,093.67
Wages, bookkeepers and clerks	22,623.45	26,236.48
Commission	6,927.04	7,201.50
Messenger service expenses	26,288.59	29,151.04
Telephone service	2,082.58	3,018.38
Rents of telegraph offices	26,613.52	29,872.64
Miscellaneous expenses	4,927.94	6,372.87
Stationery and printing	2,634.88	3,026.67
Operating power	1,470.40	1,606.02
Advertising	375.30	
Traffic damages	302.74	672.38
Accidents and damages		67.30
Law expenses connected with damages		111.00
Repairs of office equipment	392.42	988.29
General law expenses	191.41	201.99
Minor rents for property	2,198.10	1,488.01
Salaries of general officers	1,901.39	2,084.22
Salaries of general office clerks	2,312.20	2,249.82
Supply store salaries and expenses	904.60	951.29
Central business bureau	646.54	755.82
Development and research	104.29	132.20
Valuation expenses	88.16	211.16
Expenses of general officers and clerks	367.44	406.48
General stationery and printing	371.78	284.05
Other general office expenses	1,444.74	2,070.14
Plant supervision expenses	1,225.89	1,876.64
Engineering expenses	1,063.06	1,652.96
Repairs of aerial plant	37,809.08	31,211.24
Motor vehicle expense		494.10
Repairs of underground plant	42.32	365.40
Other operating expense	3,279.62	3,709.86
Surety account	64.55	28.03
Bad customers	1,029.04	1,029.88
Pensions and relief		1,243.44
Taxes	1,215.19	2,221.57
Total expenses	\$ 234,386.54	\$ 262,477.08

WESTERN UNION TELEGRAPH COMPANY

Organized April, 1851, under Laws of New York

OFFICERS

Title	Name	Official Address
President	Newcomb Carlton	195 Broadway, New York, N. Y.
District Commercial Supt. of N. C.	W. G. Sale	Richmond, Va.
District Plant Supt. of N. C.	L. H. Beck	Atlanta, Ga.

PROPERTY OPERATED

	1925
Number telegraph offices—North Carolina	474
Number telegraph offices—entire line	24,428
Miles of pole lines—North Carolina	4,213
Miles of pole lines—entire line	213,763
Miles of open wire—North Carolina	29,904
Miles of open wire—entire line	1,393,676
Miles of cable—North Carolina	19
Miles of cable—entire line	32,544
Miles of wire in cables—North Carolina	800
Miles of wire in cables—entire line	241,560

CAPITAL STOCK

	1924 and 1925
Capital stock	\$ 99,817,100.00

RECEIPTS IN NORTH CAROLINA

	1925
Receipts from business wholly within North Carolina	\$ 437,683.57
Receipts from State of North Carolina for interstate and miscellaneous business	81,574,153.00

DISBURSEMENTS IN NORTH CAROLINA

	1925
Conducting operations	\$ 1,131,169.62
Current maintenance and depreciation	415,780.86
General expenses	59,818.84
Taxes	61,973.45
 Totals.....	 \$ 1,668,742.77

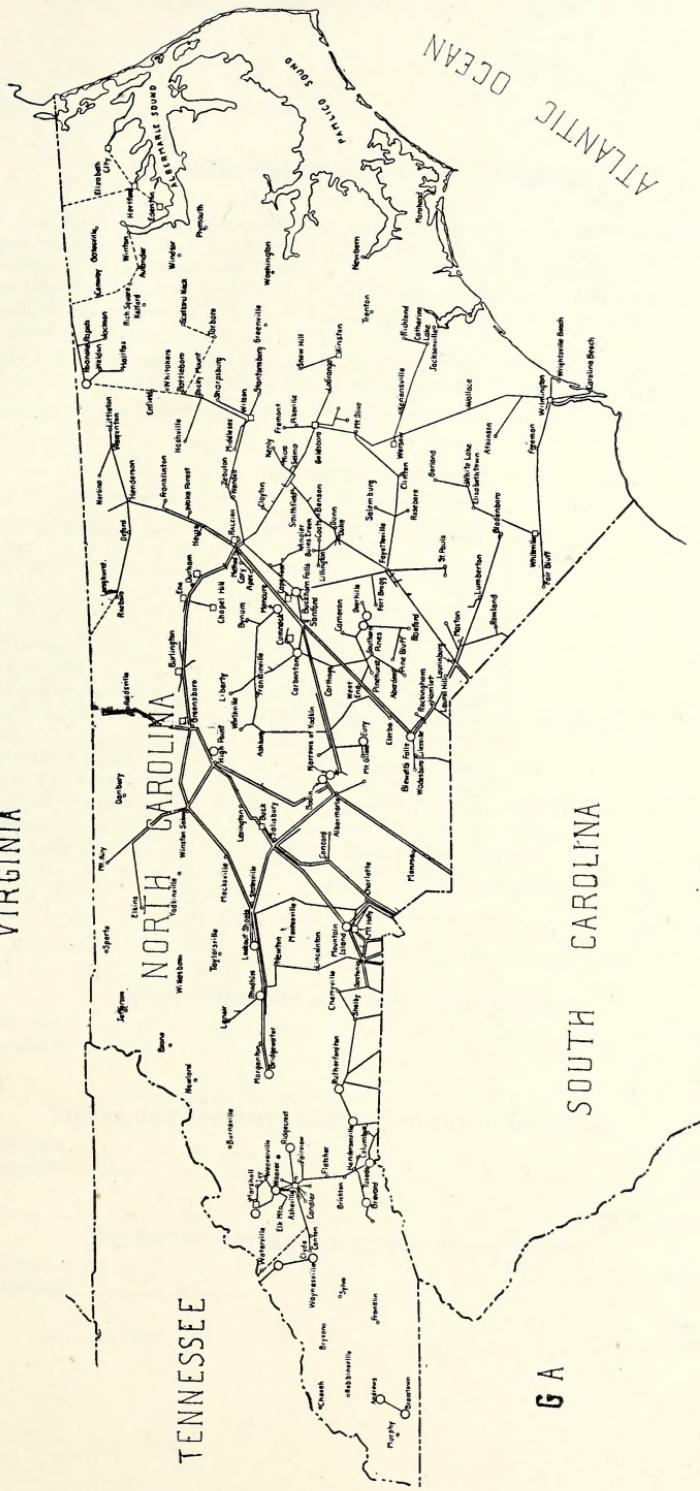
VIRGINIA

TENNESSEE

NORTH SABOINA

SOUTH CAROLINA

GA



Asheville Power and Light Company

Incorporated April, 1912, under general laws of North Carolina. The principal office is at 104 Patton Avenue, Asheville, N. C. Officers: S. Z. Mitchell, Chairman of Board, New York, N. Y.; W. M. Darbee, Vice-President, New York, N. Y.; C. S. Walters, Vice-President, Asheville, N. C.; E. W. Hill, Vice-President, New York, N. Y.; E. P. Summerson, Secretary, New York, N. Y.; H. L. Martin, Asst. Secretary, New York, N. Y.; A. C. Ray, Treasurer, New York, N. Y.; B. M. Jones, Asst. Treasurer, Asheville, N. C.

Electricity is furnished for lighting purposes in Asheville, Biltmore, Kenilworth, Haw Creek, Woolsey, Norwood Park, Chunn's Cove, Grace, Beaver Dam, Emma, Candler, Arden and Fletcher.

Gas Properties are operated in Asheville and Street Railway properties are operated in Asheville and Biltmore.

BALANCE SHEET

Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital.....	\$ 3,625,904.61	Capital stock.....	\$ 1,983,390.00
Cash.....	112,193.57	Long-term debt.....	1,220,000.00
Notes receivable.....	562,500.00	Accounts payable.....	38,852.37
Accounts receivable.....	44,578.36	Consumer's deposits.....	46,574.46
Interest and dividends receivable.....	13,263.39	Dividends declared.....	67,500.00
Materials and supplies.....	91,548.41	Miscellaneous current liabilities.....	2,598.97
Prepayments.....	10,754.30	Taxes accrued.....	64,105.96
Miscellaneous current asset.....	3,401.50	Interest accrued.....	18,917.26
Miscellaneous investments.....	102.00	Retirement reserve.....	519,680.30
Unamortized debt expense.....	10,165.35	Casualty and insurance reserve.....	119,841.10
Work in progress.....	165,615.30	Contributions for extensions.....	11,219.58
Miscellaneous suspense.....	1,931.85	Miscellaneous reserves.....	12,256.51
		Profit and loss—surplus.....	537,022.13
Total.....	\$ 4,641,958.64	Total.....	\$ 4,641,958.64

OPERATING REVENUE—GAS DEPARTMENT

Operating revenue.....	\$ 135,954.56
Operating expenses.....	87,357.05
Profit.....	\$ 48,597.51

OPERATING REVENUE—STREET RAILWAY DEPARTMENT

Operating revenue.....	\$ 393,476.57
Operating expenses.....	292,943.95

Profit.....	\$ 100,532.62
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OPERATING REVENUE—ELECTRIC DEPARTMENT

Operating revenue.....	\$ 645,542.03
Operating expenses.....	345,704.14
Profit.....	\$ 298,837.89

STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR

Rated capacity in kilowatts of generators installed—steam.....	350
Number of kilowatt hours generated during year—steam.....	40,670
Number of kilowatt hours received from other companies.....	17,569,910
Total K. W. H. generated and received (4+5+9).....	17,610,580
K. W. H. used in station and station loss.....	410,475
K. W. H. delivered to transmission system (10—11).....	17,200,105
K. W. H. lost in transmission and transformation.....	749,366
Per cent transmission and transformation (loss 13 ÷12).....	4.36
K. W. H. delivered distribution system (12—13).....	16,450,739
K. W. H. lost in distribution and otherwise unaccounted for.....	1,668,399
Per cent distribution loss and otherwise unaccounted for (16 ÷15).....	10.1
K. W. H. delivered at consumers' premises—sales (15—16).....	14,782,340
Working pressure of steam in boilers.....	140
Rated capacity in horsepower of boilers installed.....	750
Low tension—	
General consumers—metered.....	9,187
General consumers—flat rates.....	111
General consumers—power.....	372
General consumers—cooking.....	444
General consumers—combination lighting and cooking.....	59
General consumers—municipal.....	6

STATISTICS OF ELECTRIC STREET RAILWAY AT END OF YEAR AND OPERATION DURING YEAR

Rated capacity in kilowatts of generators installed.....	300 K. W.
Number of kilowatt hours purchased during year.....	2,868,515 K. W. H.
Total D. C. kilowatt hours delivered to railway feeders during year.....	2,743,000 K. W. H.
Maximum 2-minute peak or demand on railway feeders during year.....	1,200 K. W.
Number of converters and motor-generator sets 3. Rated K. W. capacity.....	900
Number of hours railway operated during year.....	6,405
Total number of revenue passengers carried during the year.....	6,559,492
Average number of cars operated.....	31
Total car hours operated during year.....	137,781
Total car miles operated during year.....	1,129,138
Number of passenger cars owned (motor).....	37
Number of passenger cars owned (trail).....	8
Total all cars owned.....	45
Miles of first main track (route miles).....	15.17
Miles of second main track (miles of double track).....	1.95
Miles of sidings, crossovers, car-house and storage track.....	1.71
Total track mileage.....	18.03
Miles of single track paved by railway company.....	14.50
Miles of double track paved by railway company.....	1.35

STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

Types of gas-making apparatus (coal, water, oil) coal gas.

Number of coal gas benches 5. Total rated generating capacity 350 M. C. F. per day.

Total plant generating capacity 350 M. C. F. per day.

Total holder capacity 300 M. C. F.

Total rated steam boiler capacity 50 H. P.

Annual production coal gas 76,633 M. C. F.

	This Year	Last Year	Per Cent Increase
Total gas manufactured, all kinds (M. C. F.)	76,633	69,768	9.8
Total gas delivered to mains (M. C. F.)	76,633	69,768	9.8
Total gas sales to consumers (M. C. F.)	68,745	64,449	8.3
Total gas used by company (M. C. F.)	123	-----	-----
Total gas unaccounted for (M. C. F.)	7,765	6,319	8.3
Per cent unaccounted for (M. C. F.)	10.1	9.05	11.6

Tons of coal carbonized during year 6,853 tons.

By-products made: Coke, 4,453.5 tons; Tar, 91,955 gals.

Average yield during year per pound of coal carbonized 5.59 cubic feet.

Average calorific value of gas, 552 B. T. U.

Average cost of coal delivered per ton (2000 lbs.), \$4.60.

Average cost of coke delivered per ton, (2000 lbs.), \$5.00.

Total miles of gas mains, 37.3 miles.

Average pressure at consumers' meters 5.25 inches.

Maximum pressure at consumers' meters, 6.5 inches.

Minimum pressure at consumers' meters, 4 inches.

Maximum day (24 hours) send-out during year, 282 M. C. F.

Total number regular meter customers, 2,390.

Total number all customers, 2,390.

Blue Ridge Power Company

Incorporated 1915, under general laws of North Carolina. The principal office is at Spartanburg, S. C. Officers: W. S. Montgomery, President, Spartanburg, S. C.; John A. Law, Treasurer, Spartanburg, S. C.; O. A. Meyer, Manager, Hendersonville, N. C.

Electricity is furnished for lighting purposes to the following towns; Hendersonville, N. C.; Campobello, N. C.; Duncan, N. C.; Spartanburg, S. C.; Gramlin, S. C.; Sigsbee, S. C.; New Prospect, S. C.; Lake Sumit, N. C.; Tucapeu, S. C.; Converse, S. C.; Cherokee, S. C.; Mill Springs, N. C.; and Saluda, N. C. Electricity is furnished at wholesale to the following towns: Tryon, N. C.; Chesnee, S. C.; Landrum, S. C.; Greer, S. C. and Wallford, S. C.

BALANCE SHEET

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital	\$ 4,451,488.44	Capital stock	\$ 2,170,000.00
Cash.....	7,930.06	Long-term debt.....	1,400,000.00
Accounts receivable	517,096.34	Notes payable.....	1,246,000.00
Materials and supplies.....	46,379.57	Accounts payable.....	158,890.27
Unamortized debt expense.....	1,516.63	Taxes accrued.....	25,948.15
Profit and loss—deficit.....	100,230.85	Interest accrued.....	28,797.20
		Miscellaneous accrued liabilities	1,481.48
		Retirement reserve.....	93,524.79
Total.....	\$ 5,124,641.89	Total.....	\$ 5,124,641.89

OPERATING REVENUE—ELECTRIC DEPARTMENT

Total operating revenue	\$ 524,050.50
Total operating expenses	413,446.05
Profit	\$ 110,604.45

STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR

Rated capacity in kilowatts of generators installed—hydraulic.....	10,000
Number of kilowatt hours generated during year—hydraulic	17,479,600
Maximum 15-minute load on plant during year, in kilowatts	10,500
Number of kilowatt hours received from other companies	16,316,030
Total K. W. H. generated and received (4+5+9)	33,795,630
K. W. H. used in station and station loss	150,000
K. W. H. delivered to transmission system (10—11)	33,645,630
K. W. H. delivered distribution system (12—13)	33,645,630
K. W. H. lost in distribution and otherwise unaccounted for	4,504,588
Per cent distribution loss and otherwise unaccounted for (16 ÷ 15).....	13.4
K. W. H. delivered at consumers' premises—sales (15—16).....	29,141,042

Carolina Power Company

Incorporated March, 1922, under general laws of North Carolina. The principal office is at 5 West Hargett Street, Raleigh, N. C. Officers: B. S. Jerman, President, Raleigh, N. C.; Wm. Darbee, Vice-President, New York, N. Y.; P. A. Tillery, Vice-President, Raleigh, N. C.; E. W. Hill, Vice-President, New York, N. Y.; E. P. Summerson, Secretary, New York, N. Y.; H. L. Martin, Asst. Treasurer, New York, N. Y.; A. C. Ray, Treasurer, New York, N. Y.; G. J. Hickman, Asst. Treasurer, New York, N. Y.

BALANCE SHEET

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital.....	\$ 330,015.54	Capital stock.....	\$ 50.00
Cash.....	17,266.96	Accounts payable.....	25,409.75
Notes receivable.....	2,925,725.41	Advances from affiliated com- panies.....	3,244,502.52
Accounts receivable.....	15,207.22	Profit and loss—surplus.....	19,868.83
Clearing or apportionment accts.....	1,615.97		
Total.....	\$ 3,289,831.10	Total.....	\$ 3,289,831.10

Carolina Power & Light Company

Incorporated February, 1908, under general laws of North Carolina. The principal office is at 5 West Hargett Street, Raleigh, N. C. Officers: S. Z. Mitchell, Chairman of Board, New York, N. Y.; B. S. Jerman, President, Raleigh, N. C.; Wm. Darbee, Vice-President, New York, N. Y.; P. A. Tillery, Vice-President, Raleigh, N. C.; E. W. Hill, Vice-President, New York, N. Y.; E. P. Summerson, Secretary, New York, N. Y.; H. L. Martin, Asst. Secretary, New York, N. Y.; A. C. Ray, Treasurer, New York, N. Y.; G. J. Hickman, Asst. Treasurer, New York, N. Y.

Electricity is furnished for lighting purposes to the following towns; Wendell, Zebulon, Roseboro, Sanford, Siler City, Sou. Pines, Staley, Star, Salemburg, Troy, Aberdeen, Asheboro, Angier, Biscoe, Bonlee, Buie's Creek, Cameron, Candor, Carbonton, Carthage, Cary, Clinton, Community, Coats, Dunn, Goldston, Ellerbee, Ether, Franklin, Franklinville, Four Oaks, Fuquay Springs, Goldsboro, Gulf, Henderson, Holly Springs, Jackson Springs, Jonesboro, Kenly, Lakeview, Liberty, Lillington, Manly, Moncure, Mt. Gilead, Mt. Olive, Mt. Vernon Springs, Micro, Niagra, Ore Hill, Vass, Varina, Oxford, Pine Bluff, Pine Level, Pittsboro, Princeton, Raeford, Raleigh, Ramseur, Roxboro.

Electricity is furnished at wholesale in: Apex, Benson, Brickhaven, Cedar Falls, Central Falls, Clayton, Cumberland, Cumnock, Colon, Duke, Falls Neus, Fayetteville, Fremont, Hope Mills, LaGrange, Longhurst, Overhills, Pikeville, Pinehurst, Selma, Smithfield, St. Pauls, Wake Forest, Worthville, and Youngsville.

Respondent operates gas properties in Raleigh and Durham, and street railway properties in Raleigh, N. C.

BALANCE SHEET

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital	\$ 14,700,497.05	Capital stock	\$ 10,696,347.00
Cash	182,877.56	Premium on capital stock	4,900.00
Notes receivable	390,373.68	Long-term debt	8,913,000.00
Accounts receivable	543,699.84	Accounts payable	127,611.98
Interest and dividends receivable	69,161.87	Consumer's deposits	102,697.70
Materials and supplies	380,488.51	Dividends declared	103,302.50
Prepayments	9,307.32	Miscellaneous current liabilities	4,538.51
Miscellaneous current asset	27,196.52	Taxes accrued	153,396.90
Investments in affiliated companies	4,149,965.19	Interest accrued	254,656.19
Miscellaneous investments	1.00	Miscellaneous accrued liabilities	463.14
Sinking funds	608.24	Retirement reserve	746,489.16
Special deposits	148,535.00	Casualty and insurance reserve	88,523.39
Unamortized debt expense	308,458.03	Contributions for extensions	5,025.74
Clearing or apportionment accts.	15,504.88	Contingency reserve	80,422.64
Work in progress	1,293,657.39	Miscellaneous reserves	51,157.94
Miscellaneous suspense	8,512.71	Miscellaneous unadjusted credits	6,979.20
Reacquired securities—bonds	200.00	Profit and loss—surplus	1,522,032.80
Treasury securities—stock	632,500.00		
Total	\$ 22,861,544.79	Total	\$ 22,861,544.79

OPERATING REVENUE—ELECTRIC DEPARTMENT
Troy Division

Total operating revenue	\$ 92,652.97
Total operating expenses	69,023.33
Profit	\$ 23,629.64

OPERATING REVENUE—ELECTRIC DEPARTMENT
Roseboro-Salemberg Division

Total operating revenue	\$ 1,331.66
Total operating expenses	544.66
Profit	\$ 787.00

OPERATING REVENUE—ELECTRIC DEPARTMENT
Kenly Division

Total operating revenue	\$ 15,276.89
Total operating expenses	10,139.69
Profit	\$ 5,137.20

OPERATING REVENUE—ELECTRIC DEPARTMENT
Lillington Division

Total operating revenue	\$ 34,978.05
Total operating expenses	20,436.89
Profit	\$ 14,541.16

OPERATING REVENUE—ELECTRIC DEPARTMENT
Roxboro—F. A. Reid

Total operating revenue	\$ 24,662.30
Total operating expenses	15,109.65
Profit	\$ 9,552.65

OPERATING REVENUE—ELECTRIC DEPARTMENT
Moncure Division

Total operating revenue	\$ 25,569.42
Total operating expenses	7,862.22
Profit	\$ 17,707.20

OPERATING REVENUE—ELECTRIC DEPARTMENT
Siler City Division

Total operating revenue	\$ 70,844.79
Total operating expenses	45,814.47
Profit	\$ 25,030.32

OPERATING REVENUE—ELECTRIC DEPARTMENT
Southern Pines Division

Total operating revenue	\$ 137,893.98
Total operating expenses	62,834.10
Profit	\$ 75,059.88

OPERATING REVENUE—ELECTRIC DEPARTMENT
Asheboro Division

Total operating revenue	\$ 73,732.36
Total operating expenses	47,418.16
Profit	\$ 26,314.20

OPERATING REVENUE—ELECTRIC DEPARTMENT
Ellerbe Division

Total operating revenue.....	\$ 6,045.99
Total operating expenses.....	6,167.57
Loss	\$ 121.58

OPERATING REVENUE—ELECTRIC DEPARTMENT
Wendell-Zebulon Division

Total operating revenue.....	\$ 27,042.63
Total operating expenses.....	14,036.88
Profit.....	\$ 13,005.75

OPERATING REVENUE—ELECTRIC DEPARTMENT
Mount Olive Division

Total operating revenue.....	\$ 29,687.69
Total operating expenses.....	14,665.78
Profit.....	\$ 15,021.91

OPERATING REVENUE—ELECTRIC DEPARTMENT
Clinton Division

Total operating revenue.....	\$ 37,944.35
Total operating expenses.....	20,357.25
Profit.....	\$ 17,587.10

OPERATING REVENUE—ELECTRIC DEPARTMENT
Dunn Division

Total operating revenue.....	\$131,584.20
Total operating expenses.....	75,753.38
Profit.....	\$ 55,830.82

OPERATING REVENUE—ELECTRIC DEPARTMENT
Wake Forest Division

Total operating revenue.....	\$ 31,200.33
Total operating expenses.....	20,928.69
Profit.....	\$ 10,271.64

OPERATING REVENUE—ELECTRIC DEPARTMENT
Brickhaven Division

Total operating revenue.....	\$ 8,211.34
Total operating expenses.....	3,361.23
Profit.....	\$ 4,850.11

OPERATING REVENUE—ELECTRIC DEPARTMENT
Roxboro Division

Total operating revenue.....	\$100,533.86
Total operating expenses.....	65,171.56
Profit.....	\$ 35,362.30

OPERATING REVENUE—ELECTRIC DEPARTMENT
Franklin Division

Total operating revenue.....	\$ 53,220.23
Total operating expenses.....	30,182.13
Profit.....	\$ 23,038.10

OPERATING REVENUE—ELECTRIC DEPARTMENT
Clayton Division

Total operating revenue.....	\$ 54,718.26
Total operating expenses.....	31,338.48
Profit.....	\$ 23,379.78

OPERATING REVENUE—ELECTRIC DEPARTMENT
Selma Division

Total operating revenue.....	\$ 116,544.27
Total operating expenses.....	67,076.90
Profit.....	\$ 49,467.37

OPERATING REVENUE—ELECTRIC DEPARTMENT
Goldsboro Division

Total operating revenue.....	\$ 253,014.41
Total operating expenses.....	124,480.81
Profit.....	\$ 127,533.60

OPERATING REVENUE—ELECTRIC DEPARTMENT
Sanford Division

Total operating revenue.....	\$ 116,487.87
Total operating expenses.....	61,054.45
Profit.....	\$ 55,433.42

OPERATING REVENUE—ELECTRIC DEPARTMENT
Fayetteville Division

Total operating revenue.....	\$ 295,605.01
Total operating expenses.....	169,181.22
Profit.....	\$ 126,423.79

OPERATING REVENUE—ELECTRIC DEPARTMENT
Oxford Division

Total operating revenue.....	\$ 83,849.16
Total operating expenses.....	53,658.97
Profit.....	\$ 30,190.19

OPERATING REVENUE—ELECTRIC DEPARTMENT
Henderson Division

Total operating revenue.....	\$ 252,227.80
Total operating expenses.....	150,654.82
Profit.....	\$ 101,572.98

OPERATING REVENUE—GAS DEPARTMENT
Durham Division

Total operating revenue.....	\$ 129,563.53
Total operating expenses.....	95,825.76
 Profit.....	 \$ 33,737.77

OPERATING REVENUE—GAS DEPARTMENT
Raleigh Division

Total operating revenue.....	\$ 233,361.31
Total operating expenses.....	178,342.12
 Profit.....	 \$ 55,019.10

OPERATING REVENUE—STREET RAILWAY DEPARTMENT
Raleigh Division

Total operating revenue.....	\$ 212,691.70
Total operating expenses.....	158,220.23
 Profit.....	 \$ 54,471.47

OPERATING REVENUE—ELECTRIC DEPARTMENT
Raleigh Division

Total operating revenue.....	\$ 937,123.10
Total operating expenses.....	598,512.21
 Profit.....	 \$ 338,610.89

STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR
Durham Plant

Types of gas-making apparatus (coal, water, oil) coal and water.

Number of coal gas benches, 5. Total rated generating capacity, 300 M. C. F. per day.

Number of water gas sets, 1. Total rated generating capacity, 700 M. C. F. per day.

Total plant generating capacity, 1,000 M. C. F. per day.

Total holder capacity, 190 M. C. F.

Total rated steam boiler capacity 150 H. P.

Annual production coal gas, 50,560.6 M. C. F.

Annual production water gas, 28,697.1 M. C. F.

	This Year	Last Year	Per Cent Increase
Total gas manufactured, all kinds (M. C. F.)	79,257.7	74,502.3	6
Total gas delivered to mains (M. C. F.)	79,267.7	74,483.4	6
Total gas sales to consumers (M. C. F.)	71,022.5	68,776.9	3
Total gas used by company (M. C. F.)	269.3	191.0	41
Total gas unaccounted for (M. C. F.)	7,975.9	5,515.5	45
Per cent unaccounted for (M. C. F.)	10.1	7.4	36

Tons of coal carbonized during year, 4,333.7 tons.

Gallons of gas oil used during year, 83,742 gallons.

By-products made: Coke, 2,809.1 tons; Tar, 52,035 gals.

Average yield during year per pound of coal carbonized, 5.83 cubic feet.

Average gallons of oil used per M. C. F. of gas manufactured, 2.9 gallons.

Average calorific value of gas, 539 B. T. U.

Average cost of coal delivered per ton (2000 lbs.), \$6.40.

Average cost of coke delivered per ton (2000 lbs.), \$8.12.

Average cost of gas oil used per gallon, 7.65 cents.

Total miles of gas mains, 40.2 miles.

Maximum pressure at consumers' meters, 4.0 inches.

Minimum pressure at consumer's meters, 3.0 inches.

Maximum day (24 hours) send-out during year, 298.3 M. C. F.

Total number regular meter customers	1,607
Total number prepaid meter customers	602
Total number all customers	2,209
Low tension:	
General consumers—metered	24,396
General consumers—flat rates	478
High tension:	
General consumers—metered	266

STATISTICS OF ELECTRIC STREET RAILWAY AT END OF YEAR AND OPERATION DURING YEAR

Total D. C. kilowatt hours delivered to railway feeders during year, 1,256,114 K. W. H.

Maximum 2-minute peak or demand on railway feeders during year, 400 K. W.

Number of rotary converters and motor-generator sets, 2. Rated K. W. capacity, 1,000.

Number of hours railway operated during year	8,760
Total number of revenue passengers carried during year	2,795,716
Average number of cars operated	16
Total car hours operated during year	97,384
Total car miles operated during year	636,771
Number of passenger cars owned (motor)	32
Total all cars owned	32
Miles of first main track (route miles)	11.61
Miles of second main track (miles of double track)	2.37
Miles of sidings, crossovers, car-house and storage track	.48
Total track mileage	14.46
Miles of single track paved by railway company	5.94
Miles of double track paved by railway company	1.96

STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR
Raleigh Plant

Types of gas-making apparatus (coal, water, oil) coal and water.

Number of coal gas benches, 6. Total rated generating capacity, 420 M. C. F. per day.

Number of water gas sets, 1. Total rated generating capacity, 300 M. C. F. per day.

Total plant generating capacity, 720 M. C. F. per day.

Total holder capacity, 250 M. C. F.

Total rated steam boiler capacity, 150 H. P.

Annual production coal gas, 116,658.0 M. C. F.

Annual production water gas, 43,669.0 M. C. F.

	This Year	Last Year	Per Cent Increase
Total gas manufactured, all kinds (M. C. F.)-----	160,327.0	150,805.0	6
Total gas delivered to mains (M. C. F.)-----	160,313.0	150,925.0	6
Total gas sales to consumers (M. C. F.)-----	128,126.4	119,497.3	7
Total gas used by company (M. C. F.)-----	684.9	764.8	10
Total gas unaccounted for (M. C. F.)-----	31,501.7	30,662.9	3
Per cent unaccounted for (M. C. F.)-----	19.7	20.3	3

Tons of coal carbonized during year, 9,988.0 tons.

Gallons of gas oil used during year, 154,238 gallons.

By-products made: Coke, 6,769.7 tons; Tar, 118,509 gals.

Average yield during year per pound of coal carbonized, 5.84 cubic feet.

Average gallons of oil used per M. C. F. of gas manufactured, 3.5 gallons.

Average calorific value of gas, 536 B. T. U.

Average cost of coal delivered per ton (2000 lbs.), \$5.72.

Average cost of gas oil used per gallon, 7.82 cents.

Total miles of gas mains, 60.2 miles.

Maximum pressure at consumers' meters, 6.4 inches.

Minimum pressure at consumer's meters, 3.5 inches.

Maximum day (24 hours) send-out during year, 576.0 M. C. F.

Total number regular meter customers, 3, 279.

Total number prepaid, meter customers, 123.

Total number all customers, 3,402.

STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR

Rated capacity in kilowatts of generators installed—steam-----	34,250
Rated capacity in kilowatts of generators installed—hydraulic-----	2,900
Number of hours plant was operated during year-----	8,760
Number of kilowatt hours generated during year—steam-----	96,053,380
Number of kilowatt hours generated during year—hydraulic-----	14,591,425
Average number of kilowatt hours generated per hour in operation-----	12,631
Maximum 15-minute load on plant during year, in kilowatts-----	38,000
Average load factor on plant during year-----	33.2
Number of kilowatt hours received from other companies-----	50,001,796
Total K. W. H. generated and received (4+5+9)-----	160,646,601
K. W. H. delivered to transmission system (10—11)-----	160,646,601
K. W. H. loss in transmission and transformation-----	24,159,763
Per cent transmission and transformation (loss 13 ÷12)-----	15.0
Per cent distribution loss and otherwise unaccounted for (16 ÷15)-----	1,555,721
K. W. H. delivered at consumers' premises—sales (15—16)-----	134,931,117
K. W. H. delivered transmission system by steam plant-----	96,053,380
Pounds of coal consumed (including banking) in producing above power-----	199,973,300
Average number of pounds of coal consumed per K. W. H. delivered to transmission system (20 ÷19)-----	2.08
B. T. U. per pound of coal-----	13,000
B. T. U. in coal per K. W. H. delivered transmission system (21 X23)-----	27,000
Working pressure of steam in boilers-----	160

Concord and Kannapolis Gas Company

Incorporated 1917, under general laws of North Carolina. The principal office is at Concord, N. C. Officers: Walter Whitestone, President, Philadelphia, Pa.; R. J. Hall, Vice-President, Philadelphia, Pa.; J. C. Lightfoot, Jr., Secretary and Treasurer, Philadelphia, Pa.; R. W. Fries, Assistant Treasurer, Philadelphia, Pa.

Respondent operates gas properties in Concord and Kannapolis, N. C.

BALANCE SHEET

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital	\$ 217,269.53	Capital stock	\$ 150,000.00
Cash.....	6,585.11	Notes payable.....	23,471.96
Accounts receivable.....	11,405.36	Accounts payable.....	2,749.17
Materials and supplies.....	4,729.19	Consumer's deposits.....	110.00
Prepayments	132.64	Consumer's rebate.....	241.24
Total.....	\$ 240,121.83	Retirement reserve.....	63,265.03
		Profit and loss—surplus	1,141.12
		Total	\$ 240,121.83
Total operating revenue			\$ 51,462.35
Total operating expenses			44,921.83
Profit			\$ 6,541.52

STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

Types of gas-making apparatus (coal, water, oil) coal and water gas.

Number of coal gas benches, 2. Total rated generating capacity, 120,000 M. C. F. per day.

Number of water gas sets, 1. Total rated generating capacity, 100,000 M. C. F. per day.

Total plant generating capacity, 220,000. M. C. F. per day.

Total holder capacity, 60,000 M. C. F.

Total rated steam boiler capacity, 70 H. P.

	This Year	Last Year
Total gas manufactured, all kinds (M. C. F.)	28,367,300	29,846,100
Total gas sales to consumers (M. C. F.)	21,338,100	21,992,900
Total gas used by company (M. C. F.)	724,100	615,000
Total gas unaccounted for (M. C. F.)	6,305,100	7,238,200
Per cent unaccounted for (M. C. F.)	22	24

Tons of coal carbonized during year, 2,155 tons.

Gallons of gas oil used during year, 1,748 gallons.

By-products made: Coke, 429 tons; Tar, 21,550 gals.

Average yield during year per pound of coal carbonized 6 cubic feet.

Average gallons of oil used per M. C. F. of gas manufactured, 3 gallons.

Average calorific value of gas, 540 B. T. U.

Average cost of coal delivered per ton (2000 lbs.), \$5.37.

Average cost of coke delivered per ton (2000 lbs.), \$6.00.

Average cost of gas oil used per gallon, 8 cents.

Total miles of gas mains, 33 miles.

Average pressure at consumer's meters, 4 inches.

Maximum pressure at consumer's meters, 6 inches.

Minimum pressure at consumers' meters, 4 inches.

Maximum day (24 hours) send-out during year, 85,000 M. C. F.

Total number regular meter customers, 783.

Total number prepaid meter customers, 251.

Total number all customers, 1,034.

Durham Public Service Company

Incorporated February 1, 1901, under special act of Legislature of 1901. The principal office is at 215 East Main Street, Durham, N. C. Officers: R. L. Lindsey, Vice-President and General Manager, Durham, N. C.; A. W. Grady, Secretary and Treasurer, Durham, N. C.

Electricity is furnished for lighting purposes to the following cities and towns: Durham, East Durham, and West Durham. This Company does not wholesale electricity. Respondent operates electric street properties in Durham, East Durham, and West Durham.

BALANCE SHEET

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital.....	\$ 2,477,413.20	Capital stock.....	\$ 600,000.00
Cash.....	10,142.76	Long-term debt.....	1,900,000.00
Notes receivable.....	16,471.74	Notes payable.....	110,157.22
Accounts receivable.....	522,138.94	Accounts payable.....	214,295.01
Interest and dividends receivable.....	177.52	Consumer's deposits.....	24,182.37
Materials and supplies.....	166,642.08	Matured interest unpaid.....	46,948.25
Prepayments.....	41,879.80	Miscellaneous current liabilities.....	14,312.02
Miscellaneous current asset.....	1,296.95	Interest accrued.....	32,783.70
Investments in affiliated companies.....	5,182.86	Miscellaneous accrued liabilities.....	574.34
Miscellaneous investments.....	5,000.00	Retirement reserve.....	231,102.95
Unamortized debt expense.....	209,579.39	Miscellaneous reserves.....	48,607.87
Treasury securities—stock.....	50,034.75	Profit and loss—surplus.....	224,680.49
Total.....	\$ 3,445,959.99	Total.....	\$ 3,445,959.99

OPERATING REVENUE—ELECTRIC DEPARTMENT

Total operating revenue.....	\$ 879,481.35
Total operating expenses.....	757,185.15
Profit.....	\$ 122,296.20

OPERATING REVENUE—STREET RAILWAY DEPARTMENT

Total operating revenue.....	\$ 154,533.42
Total operating expenses.....	187,341.91
Loss.....	\$ 32,808.49

STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR

Rated capacity in kilowatts of generators installed—steam.....	3,100 K.V.A.
Number of hours plant was operated during year.....	852 hrs. Stanby
Number of kilowatt hours generated during year—steam.....	1,105,860
Average number of kilowatt hours generated per hour in operation.....	11,875
Number of kilowatt hours received from other companies.....	13,146,000
Total K. W. H. generated and received (4+5+9).....	14,157,700
K. W. H. used in station and station loss.....	120,790
K. W. H. delivered to transmission system (10—11).....	14,036,910
K. W. H. loss in transmission and transformation.....	796,174
K. W. H. delivered distribution system (12—13).....	13,240,736
K. W. H. lost in distribution and otherwise unaccounted for.....	893,845
K. W. H. delivered at consumers' premises—sales (15—16).....	9,835,694
K. W. H. delivered transmission system by steam plant.....	1,011,700
B. T. U. per pound of coal.....	13,000
Working pressure of steam in boilers.....	190
Rated capacity in horsepower of boilers installed.....	1,274

**STATISTICS OF ELECTRIC STREET RAILWAY AT END OF YEAR AND OPERATION DURING
YEAR**

Total D. C. kilowatt hours delivered to railway feeders during year,	1,254,260 K. W. H.
Maximum 2-minute peak or demand on railway feeders during year,	550 K. W.
Number of rotary converters and motor-generator sets, 2. Rated K. W. capacity, 1—200 and 1—300.	
Number of hours railway operated during year.....	102,423
Total number of revenue passengers carried during year.....	1,917,560
Total car hours operated during year.....	102,423
Total car miles operated during year.....	811,522
Number of passenger cars owned (motor)	21
Number of passenger cars owned (trail)	11
Number of freight and express cars owned.....	1
Total all cars owned.....	33
Miles of first main track (route miles).....	9.13
Miles of second main track (miles of double track).....	1.21
Total track mileage.....	10.34
Miles of single track paved by railway company.....	7.40
Miles of double track paved by railway company.....	2.12

Fayetteville Light and Power Company

Incorporated 1912, under general laws of North Carolina. The principal office is at Fayetteville, N. C. Officers: R. A. Blackwood, President, Kinston, N. C.; Stephen C. Bragaw, Secretary, Washington, N. C.; R. A. Blackwood, Treasurer, Kinston, N. C.

Respondent operates gas properties in the City of Fayetteville, N. C. It does not engage in the sale nor operate electric street railway properties.

BALANCE SHEET

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital-----	\$ 212,915.50	Capital stock-----	\$ 7,500.00
Cash-----	2,796.59	Long-term debt-----	125,000.00
Accounts receivable-----	5,411.96	Notes payable-----	28.57
Materials and supplies-----	3,253.61	Accounts payable-----	620.44
Prepayments-----	397.65	Consumer's deposits-----	2,707.67
Miscellaneous investments-----	200.00	Taxes accrued-----	719.92
Replacement fund-----	5,537.31	Interest accrued-----	2,853.95
Special deposits-----	2,611.14	Miscellaneous accrued liabilities-----	130.99
		Contributions for extensions-----	9,600.64
		Miscellaneous reserves-----	1,300.85
		Profit and loss—surplus-----	15,155.73
Total-----	\$ 233,118.76	Total-----	\$ 233,118.76

OPERATING REVENUE

Total operating revenue-----	\$ 43,571.82
Total operating expenses-----	39,175.77
Profit-----	\$ 4,396.05

STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

Types of gas-making apparatus (coal, water, oil) coal and water gas.

Number of coal gas benches, 1. Total rated generating capacity, 50 M. C. F. per day.

Number of water gas sets, 1. Total rated generating capacity, 250 M. C. F. per day.

Total plant generating capacity, 300 M. C. F. per day.

Total holder capacity, 50 M. C. F.

Total rated steam boiler capacity, 90 H. P.

Annual production coal gas, 20,000 M. C. F.

Annual production water gas, 7,000 M. C. F.

	This Year
Total gas manufactured, all kinds (M. C. F.)	27,000,000
Total gas sales to consumers (M. C. F.)	20,000,000
Total gas used by company, (M. C. F.)	300,000
Total gas unaccounted for (M. C. F.)	6,700,000
Per cent unaccounted for (M. C. F.)	25

Tons of coal carbonized during year, 1,800 tons.

Gallons of gas oil used during year, 30,000 gallons.

By-products made: Coke, 1,100 tons; Tar, 18,000 gals.

Average yield during year per pound of coal carbonized, 514 cubic feet.

Average gallons of oil used per M. C. F. of gas manufactured, 4 gallons.

Average calorific value of gas, 580 B. T. U.

Average cost of coal delivered per ton (2000 lbs.), \$7.00.

Average cost of coke delivered per ton (2000 lbs.), \$7.50.

Average cost of gas oil used per gallon, 7½ cents.

Total miles of gas mains, 18 miles.

Average pressure at consumers' meters, 3½ inches.

Maximum pressure at consumer's meters, 4 inches.

Minimum pressure at consumers' meters, 3 inches.

Maximum day (24 hours) send-out during year, 100 M. C. F.

Total number all customers, 600.

Gastonia and Suburban Gas Company

Incorporated 1917, under general laws of North Carolina. The principal office is at Gastonia, N. C. Officers: Walter Whetstone, President, Philadelphia, Pa.; E. L. Burnham, Vice-President, Philadelphia, Pa.; J. C. Lightfoot, Jr., Secretary and Treasurer, Philadelphia, Pa.; R. M. Freis, Assistant Secretary Treasurer, Philadelphia, Pa.

Respondent operates gas properties in the town of Gastonia, N. C.

BALANCE SHEET

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital.....	\$ 160,997.81	Capital stock.....	\$ 100,000.00
Cash.....	3,550.05	Notes payable.....	32,201.07
Accounts receivable.....	11,253.53	Accounts payable.....	3,438.59
Materials and supplies.....	8,575.75	Consumer's deposits.....	632.30
Prepayments.....	1,020.77	Matured interest unpaid.....	1,781.17
Miscellaneous suspense.....	1,861.43	Retirement reserve.....	33,578.78
Total.....	\$ 187,259.34	Reserved for bad debts.....	1,000.00
		Miscellaneous reserves.....	2,459.97
		Profit and loss—surplus.....	12,167.46
		Total.....	\$ 187,259.34

OPERATING REVENUE

Total operating revenue.....	\$ 53,004.02
Total operating expenses.....	40,923.33
Profit.....	\$ 12,080.69

STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

Types of gas-making apparatus (coal, water, oil) water.

Number of water gas sets, 2. Total rated generating capacity, 600 M. C. F. per day.

Total plant generating capacity, 600 M. C. F. per day.

Total holder capacity, 60 M. C. F.

Total rated steam boiler capacity, 90 H. P.

Annual production coal gas, 27,245 M. C. F.

	This Year	Last Year	Per Cent Increase
Total gas manufactured, all kinds (M. C. F.)-----	27,245	26,301	3.6
Total gas delivered to mains (M. C. F.)-----	27,245	26,301	3.6
Total gas sales to consumers (M. C. F.)-----	22,808	22,206	2.7
Total gas used by company (M. C. F.)-----	318	434	26.8
Total gas unaccounted for (M. C. F.)-----	4,118	3,656	12.6
Per cent unaccounted for (M. C. F.)-----	15	14	----

Gallons of gas oil used during year, 80,219 gallons.

By-products made: Tar, 8,022 gals.

Average gallons of oil used per M. C. F. of gas manufactured, 2.9 gallons.

Average calorific value of gas, 540 B. T. U.

Average cost of coal delivered per ton (2000 lbs.), \$5.94.

Average cost of coke delivered per ton (2000 lbs.), \$9.65.

Average cost of gas oil used per gallon, .0775 cents.

Total miles of gas mains, 27.81 miles.

Average pressure at consumers' meters, 4 inches.

Maximum pressure at consumers' meters, 6 inches.

Minimum pressure at consumers' meters, 3 inches.

Maximum day (24 hours) send-out during year, 128 M. C. F.

Total number regular meter customers, 747.

Total number prepaid meter customers, 165.

Total number all customers, 912.

Goldsboro Gas Company

Incorporated 1917, under general laws of North Carolina. The principal office is at Goldsboro, N. C. Officers: R. A. Blackwood, President, Kinston, N. C.; S. C. Bragaw, Secretary, Washington, N. C.; R. A. Blackwood, Treasurer, Kinston, N. C.

Respondent operates gas properties in the town of Goldsboro.

BALANCE SHEET

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital.....	\$ 273,013.60	Capital stock.....	\$ 100,000.00
Cash.....	3,080.76	Long-term debt.....	150,000.00
Accounts receivable.....	19,160.05	Accounts payable.....	7,450.43
Prepayments.....	1,609.36	Consumer's deposits.....	2,160.06
Special deposits.....	4,046.84	Miscellaneous accrued liabilities.....	4,025.47
Unamortized debt expense.....	14,503.68	Profit and loss—surplus.....	54,868.09
Total.....	\$ 318,503.99	Total.....	\$ 318,503.99

OPERATING REVENUE

Total operating revenue.....	\$ 59,546.46
Total operating expenses.....	38,435.89
Net profit.....	\$ 21,110.57

STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

Types of gas-making apparatus (coal, water, oil) water.

Number of water gas sets, 2. Total rated generating capacity, 350 M. C. F. per day.

Total plant generating capacity, 350 M. C. F. per day.

Total holder capacity, 180 M. C. F.

Total rated steam boiler capacity, 180 H. P.

Annual production water gas, 33,797 M. C. F.

	This Year	Last Year
Total gas manufactured, all kinds (M. C. F.).....	33,797	32,020
Total gas sales to consumers (M. C. F.).....	26,170	27,784
Total gas used by company (M. C. F.).....	300	300
Total gas unaccounted for (M. C. F.).....	6,327	3,946

Gallons of gas oil used during year, 91,160 gallons.

Average gallons of oil used per M. C. F. of gas manufactured, 3 gallons.

Average calorific value of gas, 540 B. T. U.

Average cost of coal delivered per ton (2000 lbs.), \$5.65.

Average cost of coke delivered per ton (2000 lbs.), \$7.65.

Average cost of gas oil used per gallon, 7½ cents.

Total miles of gas mains, 20 miles.

Average pressure at consumers' meters, 10 inches.

Maximum day (24 hours) send-out during year, 150 M. C. F.

Total number regular meter customers, 579.

Total number prepaid meter customers, 260.

Total number all customers, 839.

Greenville Gas Company

Incorporated under general laws of North Carolina. The principal office is at Greenville, N. C.
 Officers: R. A. Blackwood, President, Kinston, N. C.; S. C. Bragaw, Secretary, Washington, N. C.;
 R. A. Blackwood, Treasurer, Kinston, N. C.

Respondent operates gas properties in Greenville, N. C.

BALANCE SHEET

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital	\$ 173,582.31	Capital stock	\$ 5,000.00
Cash	223.05	Receiver's certificates	125,000.00
Notes receivable	1,172.39	Accounts payable	3,943.09
Materials and supplies	2,929.31	Consumer's deposits	145.00
Prepayments	572.98	Miscellaneous accrued liabilities	2,654.33
Miscellaneous current asset	25.00	Profit and loss—surplus	3,237.38
Total	\$ 178,505.04	Total	\$ 178,505.04

OPERATING REVENUE—GAS DEPARTMENT

Total operating revenue	\$ 3,348.98
Total operating expenses	2,786.51
Profit	\$ 562.47

STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

Types of gas-making apparatus (coal, water, oil) water.	
Number of water gas sets, 1. Total rated generating capacity, 200 M. C. F. per day.	
Total plant generating capacity, 200 M. C. F. per day.	
Total holder capacity, 60 M. C. F.	
Total rated steam boiler capacity, 50 H. P.	
Total gas manufactured, all kinds (M. C. F.)	This Year 7,899
Total gas sales to consumers (M. C. F.)	2,282
Total gas unaccounted for (M. C. F.)	5,616

- Tons of coal carbonized during year, 147 tons.
- Gallons of gas oil used during year, 25,730 gallons.
- Average gallons of oil used per M. C. F. of gas manufactured, 3 gallons.
- Average calorific value of gas, 540 B. T. U.
- Average cost of coal delivered per ton (2000 lbs.), \$5.25.
- Average cost of coke delivered per ton (2000 lbs.), \$8.00.
- Average cost of gas oil used per gallon, 7.44 cents.
- Total miles of gas mains, 7 miles.
- Average pressure at consumers' meters, 4½ inches.
- Maximum pressure at consumers' meters, 4½ inches.
- Minimum pressure at consumers' meters, 4½ inches.
- Maximum day (24 hours) send-out during year, 4 M. C. F.
- Total number regular meter customers, 140.
- Total number prepaid meter customers, 10.
- Total number all customers, 150.

Kinston Gas Company

Incorporated under general laws of North Carolina. The principal office is at Kinston, N. C. Officers: R. A. Blackwood, President, Kinston, N. C.; S. C. Bragaw, Secretary, Washington, N. C.; R. A. Blackwood, Treasurer, Kinston, N. C.

Respondent operates gas properties in Kinston, N. C.

BALANCE SHEET

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital	\$ 223,623.73	Capital stock	\$ 50,000.00
Accounts receivable.....	2,792.48	Long-term debt.....	175,000.00
Materials and supplies.....	4,419.41	Accounts payable.....	4,840.30
Prepayments	16.86	Consumer's deposits	20.00
Total	\$ 230,852.48	Miscellaneous accrued liabilities	4,053.59
		Profit and loss—surplus	3,061.41
		Total	\$ 230,852.48

OPERATING REVENUE—GAS DEPARTMENT

Total operating revenue.....	\$ 7,503.88
Total operating expenses.....	5,256.12
Profit	\$ 2,247.76

STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

Types of gas-making apparatus (coal, water, oil) water.	
Number of water gas sets, 1. Total rated generating capacity, 350 M. C. F. per day.	
Total plant generating capacity, 350 M. C. F. per day.	
Total holder capacity, 115 M. C. F.	
Total rated steam boiler capacity, 50 H. P.	
Annual production water gas, 4,064 M. C. F.	
	This Year
Total gas delivered to mains (M. C. F.)	4,064
Total gas sales to consumers (M. C. F.)	2,933
Total gas used by company (M. C. F.)	150

Gallons of gas oil used during year, 7,650 gallons.	
Average gallons of oil used per M. C. F. of gas manufactured, 3.1 gallons.	
Average calorific value of gas, 540 B. T. U.	
Average cost of coal delivered per ton (2000 lbs.), \$5.25.	
Average cost of coke delivered per ton (2000 lbs.), \$7.50.	
Average cost of gas oil used per gallon, 7.5 cents.	
Total miles of gas mains, 13 miles.	
Average pressure at consumers' meters, 6 inches.	
Maximum pressure at consumers' meters, 8½ inches.	
Minimum pressure at consumers' meters, 4½ inches.	
Maximum day (24 hours) send-out during year, 50 M. C. F.	
Total number regular meter customers, 271.	
Total number prepaid meter customers, 10.	
Total number all customers, 281.	

Neuse River Electric Company

The principal office is at New Bern, N. C. Officers: T. A. Grantham, President; New Bern, N. C. Jimmie Coward, Secretary and Treasurer, New Bern, N. C.

Electricity is furnished for lighting purposes in Pollocksville, Trenton, Jacksonville, and Swan Quarter.

BALANCE SHEET

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital.....	\$ 75,407.76	Capital stock.....	\$ 15,000.00
Cash.....	413.67	Notes payable.....	54,610.00
Notes receivable.....	525.00	Accounts payable.....	4,616.00
Accounts receivable.....	1,851.76	Consumer's deposits.....	525.00
Materials and supplies.....	3,407.17	Miscellaneous accrued liabilities.....	34.00
Prepayments.....	108.85	Miscellaneous unadjusted credits.....	2,172.21
Miscellaneous current asset.....	195.00	Profit and loss—surplus.....	4,952.00
Total.....	\$ 81,909.21	Total.....	\$ 81,909.21

OPERATING REVENUE—ELECTRIC DEPARTMENT

Total operating revenue.....	\$ 3,540.67
Total operating expenses.....	2,747.67
Profit.....	\$ 793.00

New Bern Gas and Fuel Company

Incorporated 1917, under general laws of North Carolina. The principal office is at 52 Craven Street, New Bern, N. C. Officers: R. A. Blackwood, President, Kinston, N. C.; S. C. Bragaw, Secretary, Washington, N. C.; R. A. Blackwood, Treasurer, Kinston, N. C.

Respondent operates gas properties in the town of New Bern, N. C.

BALANCE SHEET

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital.....	\$ 252,222.48	Capital stock.....	\$ 100,000.00
Cash.....	2,047.27	Premium on capital stock.....	125,000.00
Notes receivable.....	7,940.93	Accounts payable.....	3,165.86
Materials and supplies.....	2,442.77	Consumer's deposits.....	955.00
Prepayments.....	1,116.86	Miscellaneous accrued liabilities.....	2,604.16
Miscellaneous investments.....	100.00	Profit and loss—surplus.....	10,337.87
Special deposits.....	3,192.58		
Total.....	\$ 242,062.89	Total.....	\$ 242,062.89

OPERATING REVENUE

Total operating revenue.....	\$ 40,728.21
Total operating expenses.....	25,582.30
Net profit.....	\$ 15,135.91

STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

Types of gas-making apparatus (coal, water, oil) water.	
Number of water gas sets, 1. Total rated generating capacity, 200 M. C. F. per day.	
Total plant generating capacity, 200 M. C. F. per day.	
Total holder capacity, 45. M. C. F.	
Total rated steam boiler capacity, 160 H. P.	
Annual production water gas, 22,727 M. C. F.	
	This Year
Total gas manufactured, all kinds (M. C. F.).....	22,727
Total gas used by company (M. C. F.).....	200

Gallons of gas oil used during year, 67,836 gallons.
Average gallons of oil used per M. C. F. of gas manufactured, 3 gallons.
Average calorific value of gas, 540 B. T. U.
Average cost of coal delivered per ton (2000 lbs.), \$5.75.
Average cost of coke delivered per ton (2000 lbs.), \$8.25.
Average cost of gas oil used per gallon, 7 cents.
Total miles of gas mains, 2 miles.
Average pressure at consumers' meters 4 inches.
Maximum pressure at consumers' meters, 6 inches.
Minimum pressure at consumers' meters, 3 inches.
Maximum day (24 hours) send-out during year, 100 M. C. F.
Total number regular meter customers, 529.
Total number prepaid meter customers, 172.
Total number all customers, 701.

New Bern-Ghent Street Railway Company**OPERATING REVENUE**

Total operating revenue.....	\$ 6,437.97
Total operating expenses.....	4,451.40
Net profit.....	\$ 1,986.57

STATISTICS OF ELECTRIC STREET RAILWAY AT END OF YEAR AND OPERATIONS DURING YEAR

Number of rotary converters and motor-generator sets, 1.	Rated K. W. capacity, 100 K. W.
Number of hours railway operated during year.....	6,205
Total number of revenue passengers carried during year.....	128,759
Average number of cars operated.....	3
Total car hours operated during year.....	6,205
Total car miles operated during year.....	167,535
Number of passenger cars owned (motor).....	4
Total all cars owned.....	4
Total track mileage.....	3,667

The North Carolina Electrical Power Company

Incorporated February 28, 1899, under general laws of North Carolina. The principal office is at 104 Patton Avenue, Asheville, N. C. Officers: Frank Silliman, Jr., President, New York, N. Y.; Frank A. Reid, Vice-President, New York, N. Y.; E. P. Summerson, Secretary, New York, N. Y.; A. C. Ray, Treasurer, New York, N. Y.; C. S. Walters, General Manager, Asheville, N. C.

Electricity is furnished for lighting purposes in Oteen, Swannanoa, Black Mountain, Ridgecrest, Woodfin, Craggy, Leicester, and Weaverville, N. C. Electricity is furnished at wholesale in Asheville, Marshall, Weaverville, and Canton.

BALANCE SHEET

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital	\$ 2,233,195.38	Capital stock	\$ 449,000.00
Cash.....	33,749.83	Long-term debt.....	1,052,400.00
Accounts receivable.....	73,802.16	Notes payable.....	940,899.26
Materials and supplies.....	78,803.27	Accounts payable.....	7,061.02
Prepayments	2,433.95	Consumer's deposits.....	5,536.87
Miscellaneous current asset	150.00	Matured interest unpaid.....	3,142.50
Miscellaneous investments	1.00	Taxes accrued.....	26,706.20
Sinking funds	131.13	Interest accrued	37,068.65
Special deposits.....	3,143.00	Miscellaneous accrued liabilities	4,637.80
Unamortized debt expense.....	58,585.14	Retirement reserve.....	418,575.37
Clearing or apportionment accts.....	713,268.72	Casualty and insurance reserve.....	6,350.31
Work in progress	72,306.84	Contributions for extensions.....	2,583.40
Miscellaneous suspense	17,899.15	Miscellaneous reserves	11,130.09
Reacquired securities—bonds	2,000.00	Profit and loss—surplus	348,378.10
Treasury securities—stock	24,000.00		
Total.....	\$ 3,313,469.57	Total.....	\$ 3,313,469.57

OPERATING REVENUE

Total operating revenue	\$ 482,207.15
Total operating expenses	236,509.71
Profit	\$ 245,697.44

STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR

Rated capacity in kilowatts of generators installed—steam.....	13,000
Rated capacity in kilowatts of generators installed—hydraulic.....	5,950
Number of kilowatt hours generated during year—steam	30,832,000
Number of kilowatt hours generated during year—hydraulic	21,547,000
Total K. W. H. generated and received (4+5+9)	52,379,000

North Carolina Public Service Company

Incorporated February 28, 1924, under general laws of North Carolina. The principal office is at 118 North Elm Street, Greensboro, N. C. Officers: W. S. Barstow, President, Greensboro, N. C.; Lucien Tyng, Vice-President, Greensboro, N. C.; J. P. Campbell, Treasurer, Greensboro, N. C.; C. N. Wilson, Secretary, Greensboro, N. C.

Electricity is furnished for lighting purposes to Burlington, Greensboro, High Point and, Salisbury. Gas properties are operated in Greensboro, High Point, and Salisbury. Respondent operates electric street railway properties in Greensboro, High Point, and Salisbury.

BALANCE SHEET

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital.....	\$ 8,352,697.93	Capital stock	\$ 2,692,282.03
Cash.....	36,545.42	Payments by subscribers for pre-ferred stock.....	3,622.63
Notes receivable.....	54,589.97	Long-term debt.....	6,402,400.00
Accounts receivable.....	293,402.33	Notes payable.....	131,000.00
Interest and dividends receivable.....	846.22	Accounts payable.....	272,841.86
Materials and supplies.....	214,226.87	Consumer's deposits.....	27,793.47
Prepayments.....	3,169.58	Matured interest unpaid.....	6,731.25
Miscellaneous investments.....	9,502.00	Dividends declared.....	2,939.11
Sinking and other funds.....	29,157.22	Miscellaneous current liabilities.....	190,103.26
Miscellaneous special funds.....	6,125.00	Taxes accrued.....	53,357.69
Special deposits cash on deposit.....	6,731.25	Interest accrued.....	70,104.88
Unamortized debt expense.....	76,018.64	Miscellaneous accrued liabilities.....	16,878.50
Miscellaneous suspense.....	7,485.10	Depreciation.....	22,288.99
Treasury securities—bonds.....	6,428,800.00	Contingency reserve.....	264,743.17
	*	Miscellaneous reserves.....	30,719.90
Total.....	\$ 10,519,297.53	Miscellaneous Unadjusted credits.....	317,752.06
		Profit and loss—surplus.....	331,590.79
		Total.....	\$ 10,519,297.53

OPERATING REVENUE—GAS DEPARTMENT

Total operating revenue.....	\$ 377,897.75
Total operating expenses.....	197,944.57
Net profit.....	\$ 179,953.18

OPERATING REVENUE—STREET RAILWAY DEPARTMENT

Total operating revenue.....	\$ 208,586.84
Total operating expenses.....	200,539.94
Net profit.....	\$ 8,046.90

OPERATING REVENUE—ELECTRIC DEPARTMENT

Total operating revenue.....	\$ 1,258,517.72
Total operating expenses.....	783,641.47
Net profit.....	\$ 474,876.25

STATISTICS OF ELECTRIC STREET RAILWAY AT END OF YEAR AND OPERATION DURING YEAR

Number of kilowatt hours purchased during year, 2,140,123 K. W. H.	
Number of rotary converters and motor-generator sets, 4. Rated K. W. capacity, 1,000.	
Total number of revenue passengers carried during year	3,038,993
Average number of cars operated	19
Total car hours operated during year	123,344
Total car miles operated during year	993,423.53
Number of passenger cars owned (motor)	35
Total all cars owned	35
Miles of first main track (route miles)	25.40
Miles of second main track (miles of double track)	1.25
Total track mileage	26.65

STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR

Rated capacity in kilowatts of generators installed—steam	500 K. W.
Number of hours plant was operated during year	457
Number of kilowatt hours generated during year—steam	277,800
Maximum 15-minute load on plant during year, in kilowatts	928.5 K. W.
Average load factor on plant during year	48.8
Number of kilowatt hours received from other companies	45,422,900
Total K. W. H. generated and received (4+5+9)	45,700,700
Pounds of coal consumed (including banking) in producing above power	564 tons
Working pressure of steam in boilers	225 lbs.
Rated capacity in horsepower of boilers installed	1,750
Square feet heating surface in boiler feed water economizers	240

STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

Types of gas-making apparatus (coal, water, oil) 3 case plants—2 water gas sets.
 Number of coal gas benches, 13. Total rated generating capacity, 780 M. C. F. per day.
 Number of water gas sets, 2. Total rated generating capacity, 450 M. C. F. per day.
 Total plant generating capacity, 1,230 M. C. F. per day.
 Total holder capacity, 460 M. C. F.
 Total rated steam boiler capacity, 100 H. P.

	This Year	Last Year
Total gas manufactured, all kinds (M. C. F.)	280,569	256,504
Total gas delivered to mains (M. C. F.)	280,021	204,783
Total gas sales to consumers (M. C. F.)	211,049	204,783
Total gas used by company (M. C. F.)	1,914	-----
Total gas unaccounted for (M. C. F.)	66,958	-----
Per cent unaccounted for (M. C. F.)	.239	-----

Tons of coal carbonized during year, 19,854 tons.
 Gallons of gas oil used during year, 100,662 gallons.
 By-products made: Coke, 13,896 tons; Tar, 198,944 gals.
 Average calorific value of gas, 540 B. T. U.
 Average cost of coal delivered per ton (2000 lbs.), \$5.757.
 Average cost of coke delivered per ton (2000 lbs.), \$5.00.
 Average cost of gas oil used per gallon, .0755 cents.
 Total miles of gas mains, 144 miles.
 Average pressure at consumers' meters, 3½ inches.
 Maximum pressure at consumers' meters, 5 inches.
 Minimum pressure at consumers' meters, 2½ inches.
 Maximum day (24 hours) send-out during year, 972 M. C. F.
 Total number all customers, 6,389.

Pigeon River Power Company

Incorporated May 14, 1923, under general laws of North Carolina. The principal office is at 104 Patton Avenue, Asheville, N. C. Officers: Wm. Darbee, President, New York, N. Y.; C. S. Walters, Vice-President, Asheville, N. C.; Frank Silliman, Jr., Vice-President, New York, N. Y.; E. P. Summerson, Secretary, New York, N. Y.; B. M. Jones, Asst. Secretary, Asheville, N. C.; H. L. Martin, Asst. Secretary, New York, N. Y.; A. C. Ray, Treasurer, New York, N. Y.; Alexander Simpson, Asst. Treasurer, New York, N. Y.; W. E. Reid, Asst. Treasurer, Asheville, N. C.

Electricity is furnished for lighting purposes in Oteen, Swannanoa, Black Mountain, Ridgecrest, Woodfin, Craggy, Leicester, Weaverville, Canton, and Clyde. Electricity is furnished at wholesale in Asheville, Marshall, and Waynesville.

BALANCE SHEET

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital.....	\$ 31,556,851.91	Capital stock.....	\$ 25,244,924.58
Cash.....	28,680.37	Long-term debt.....	1,028,400.00
Notes receivable.....	119.98	Notes payable.....	3,211,835.30
Accounts receivable.....	191,537.88	Accounts payable.....	17,622.08
Interest and dividends receivable.....	20,578.75	Consumer's deposits.....	8,324.49
Materials and supplies.....	72,085.56	Redemption account preferred stock.....	25,320.00
Prepayments.....	3,571.75	Taxes accrued.....	22,577.12
Miscellaneous current asset.....	300.00	Interest accrued.....	53,032.33
Miscellaneous investments.....	1.00	Miscellaneous accrued liabilities.....	2,812.85
Sinking funds.....	5,131.13	Advances from affiliated com- panies.....	8,813.70
Special deposits.....	64.00	Casualty and insurance reserve.....	516.10
Clearing or apportionment accts.....	1,131.83	Contributions for extensions.....	155.00
Work in progress.....	786,119.16	Miscellaneous reserves.....	3,012,770.33
Total.....	\$ 32,666,173.32	Profit and loss—surplus.....	29,069.44
		Total.....	\$ 32,666,173.32

OPERATING REVENUE

Total operating revenue.....	\$ 54,340.50
Total operating expenses.....	25,325.01
Net profit.....	\$ 29,015.04

STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR

Rated capacity in kilowatts of generators installed—steam.....	13,000
Rated capacity in kilowatts of generators installed—hydraulic.....	5,950
Number of kilowatt hours generated during year—steam.....	4,016,100
Number of kilowatt hours generated during year—hydraulic.....	1,493,600
Total K. W. H. generated and received (4+5+9).....	5,509,700

Roanoke Rapids Power Company

Incorporated 1890, under general laws of North Carolina. The principal office is at 7th and Franklin Streets, Richmond, Va. Officers: L. C. Bradley, President, Richmond, Va.; W. E. Wood, Vice-President, Richmond, Va.; W. C. Bell, Vice-President, Richmond, Va.; G. B. Williams, Secretary and Treasurer, Richmond, Va.; A. G. Williams, Jr., Assistant Treasurer, Richmond, Va.; J. T. Chase General Manager, Roanoke Rapids, N. C.

Electricity is furnished for lighting purposes in Roanoke Rapids, Rosemary, South Rosemary, Weldon, and South Weldon.

BALANCE SHEET

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital	\$ 1,164,928.24	Capital stock	\$ 200,000.00
Cash	46,717.37	Long-term debt	190,000.00
Notes receivable	29,328.55	Accounts payable	3,061.84
Accounts receivable	22,224.00	Matured interest unpaid	2,775.00
Interest and dividends receivable	25.00	Premium and discount on bonds	10,905.00
Materials and supplies	1,093.62	Miscellaneous current liabilities	404.30
Prepayments	1,885.75	Taxes accrued	11,058.32
Investments in affiliated companies	12,836.45	Interest accrued	1,900.00
Sinking funds	47,929.51	Miscellaneous accrued liabilities	340.62
Miscellaneous special funds	2,768.82	Advances from affiliated companies	20,217.20
Special deposits	270.00	Retirement reserve	187,516.57
Work in progress	33.05	Sinking fund reserves	47,929.51
Miscellaneous suspense	50.00	Miscellaneous unadjusted credits	220,264.00
Reacquired securities—bonds	2,500.00	Profit and loss—surplus	436,173.00
Total	\$ 1,332,590.36	Total	\$ 1,332,590.36

OPERATING REVENUE

Total operating revenue	\$ 221,702.62
Total operating expenses	174,274.88
Profit	\$ 47,427.74

STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR

Rated capacity in kilowatts of generators installed—steam	2,000
Rated capacity in kilowatts of generators installed—hydraulic	6,000
Number of hours plant was operated during year	24
Number of kilowatt hours generated during year—steam	892,390
Number of kilowatt hours generated during year—hydraulic	13,581,835
Average number of kilowatt hours generated per hour in operation	1,652
Maximum 15-minute load on plant during year, in kilowatts	4,200
Average load factor on plant during year	39.3%
Number of kilowatt hours received from other companies	1,051,008
Total K. W. H. generated and received (4+5+9)	15,535,233
Pounds of coal consumed (including banking) in producing above power	7,340,700
Average number of pounds of coal consumed per K. W. H. delivered to transmission system (20+19)	8.2
Pounds of water evaporated per pound of coal consumed	8
B. T. U. per pound of coal	14,500
B. T. U. in coal per K. W. H. delivered transmission system (21×23)	118,900
Working pressure of steam in boilers	200
Rated capacity in horsepower of boilers installed	946

Southern Gas Improvement Company

Incorporated January 6, 1913, under general laws of North Carolina. The principal office is at Elizabeth City, N. C. Officers: W. F. H. Braun, President, Philadelphia, Pa.; Herman Stein, Secretary-Treasurer, Philadelphia, Pa.; W. G. Muffit, General Manager, Newton, Pa.; J. T. Stallings, Local Manager, Elizabeth City, N. C.

Respondent operates gas properties in Elizabeth City, N. C.

BALANCE SHEET (Elizabeth City Plant)

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital.....	\$ 189,075.51	Capital stock.....	\$ 80,000.00
Cash.....	594.22	Long-term debt.....	80,000.00
Accounts receivable.....	9,345.07	Notes payable.....	38,780.50
Materials and supplies.....	8,280.86	Accounts payable.....	3,245.45
Investments in affiliated companies.....	16,010.56	Consumer's deposits.....	95.00
Miscellaneous suspense.....	2,650.72	Matured interest unpaid.....	87,735.27
Profit and loss—deficit.....	67,904.85	Retirement reserve.....	4,005.57
Total.....	\$ 293,861.79	Total.....	\$ 293,861.79

OPERATING REVENUE

Total operating revenue.....	\$ 35,797.67
Total operating expenses.....	32,518.75
Profit.....	\$ 3,278.92

STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

Types of gas-making apparatus (coal, water, oil) water.

Number of water gas sets, 1. Total rated generating capacity, 150,000 M. C. F. per day.

Total holder capacity, 30 M. C. F.

Total rated steam boiler capacity, 80 H. P.

	This Year	Last Year	Per Cent Increase
Total gas delivered to mains (M. C. F.).....	17,258,000	16,751,530	2.89
Total gas sales to consumers (M. C. F.).....	15,616,700	15,226,200	3.14
Total gas used by company (M. C. F.).....	197,300	104,500	47.00
Total gas unaccounted for (M. C. F.).....	1,444,000	1,420,830	1.6
Per cent unaccounted for (M. C. F.).....	8.36	8.48	-----

Gallons of gas oil used during year, 58,497 gallons.

By-products made: Tar, 3,500 gals.

Average yield during year per pound of coal carbonized, 16.25 cubic feet.

Average gallons of oil used per M. C. F. of gas manufactured, 3.7 gallons.

Average calorific value of gas, 520 B. T. U.

Average cost of coal delivered per ton (2000 lbs.), \$5.695.

Average cost of coke delivered per ton (2000 lbs.), \$10.62.

Average cost of gas oil used per gallon, .0897 cents.

Total miles of gas mains, 16 miles.

Average pressure at consumers' meters, 6 inches.

Maximum pressure at consumers' meters, 8 inches.

Minimum pressure at consumers' meters, 5 inches.

Maximum day (24 hours) send-out during year, 60 M. C. F.

Total number regular meter customers, 640.

Total number prepaid meter customers, 110.

Total number all customers, 750.

HENDERSON PLANT

BALANCE SHEET

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital.....	\$ 240,057.60	Capital stock.....	\$ 100,000.00
Cash.....	591.85	Long-term debt.....	100,000.00
Accounts receivable.....	12,301.55	Notes payable.....	67,394.76
Materials and supplies.....	5,357.72	Accounts payable.....	3,369.62
Miscellaneous suspense.....	4,088.41	Consumer's deposits.....	944.61
Profit and loss—deficit.....	121,112.52	Matured interest unpaid.....	99,308.08
		Advances from affiliated companies.....	8,199.01
		Retirement reserve.....	4,247.57
Total.....	\$ 383,509.65	Total.....	\$ 383,509.65

OPERATING REVENUE

Total operating revenue.....	\$ 36,506.50
Total operating expenses.....	29,963.76
Profit.....	\$ 6,542.74

STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

Types of gas-making apparatus (coal, water, oil) N. G. I. 4 ft. water gas set.

Number of water gas sets, 1. Total rated generating capacity, 150,000 M. C. F. per day.

Total plant generating capacity, 100,000 M. C. F. per day.

Total holder capacity, 50,000 M. C. F.

Total rated steam boiler capacity, 100 H. P.

Annual production water gas, 18,000,000 M. C. F.

	This Year	Last Year	Per Cent Decrease
Total gas manufactured, all kinds (M. C. F.).....	17,764,900	20,335,700	12.6
Total gas delivered to mains (M. C. F.).....	17,764,900	20,335,700	-----
Total gas sales to consumers (M. C. F.).....	14,819,700	17,092,100	13.2
Total gas used by company (M. C. F.).....	157,100	187,300	.16
Total gas unaccounted for (M. C. F.).....	2,788,100	3,056,300	.87
Per cent unaccounted for (M. C. F.).....	15.3	16.29	.006

Gallons of gas oil used during year, 42,369 gallons.

By-products made: Tar, 1,000 gals.

Average gallons of oil used per M. C. F. of gas manufactured, 2.85 gallons.

Average calorific value of gas, 530 B. T. U.

Average cost of coal delivered per ton (2000 lbs.), \$5.50.

Average cost of coke delivered per ton (2000 lbs.), \$10.50.

Average cost of gas oil used per gallon, .0785 cents.

Total miles of gas mains, 32 miles.

Average pressure at consumers' meters, 6 inches.

Maximum pressure at consumers' meters, 6 inches.

Minimum pressure at consumers' meters, 6 inches.

Maximum day (24 hours) send-out during year, 61,000 M. C. F.

Total number regular meter customers, 59.9.

Total number prepaid meter customers, 69.

Total number all customers, 668.

Southern Power Company

Incorporated March, 1905, under general laws of North Carolina. The principal office is at 432 South Church Street, Charlotte, N. C. Officers: G. G. Allen, President, New York, N. Y.; W. C. Parker, Secretary and Treasurer, New York, N. Y.; B. N. Duke, Vice-President, New York, N. Y.; W. R. Perkins, Vice-President, New York, N. Y.; W. S. Lee, Vice-President, New York, N. Y.; C. I. Burkelholder, Vice-President, Charlotte, N. C.; N. A. Cocke, Vice-President, Charlotte, N. C.; D. C. Carmichael, Asst. Secretary, Charlotte, N. C.; E. R. Bucher, Asst. Treasurer, Charlotte, N. C.

Electricity is furnished for lighting purposes in Salisbury, Grover, Icard, Hildebran, Connelly Springs, Rutherford College, Rockwell, Faith, Granite Quarries, N. C.

Electricity is furnished at wholesale in Albemarle, Benton Heights, Boiling Springs, Catawba, Cherryville, Concord, Cornelius, Dallas, Davidson, Ellenboro, Forest City, Huntersville, Kings Mountain, Landis, Lattimore, Lexington, Lincolnton, Maiden, Marshall, Mocksville, Monroe, Mooresville, Mooresboro, New London, Newton, Rutherfordton, Statesville, Waxhaw, Clinton, S. C., Due West, S. C., Easley, S. C., Honea Path, S. C., New Berry, S. C., Ninety Six, S. C., Prosperity, S. C., Pickens, S. C., Rock Hill, S. C., Seneca, S. C., Westminister, S. C., York, S. C.

BALANCE SHEET

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital	\$ 33,892,349.46	Capital stock	\$ 40,700,000.00
Cash	152,615.87	Long-term debt	7,000,000.00
Notes receivable	296,870.40	Accounts payable	545,923.57
Accounts receivable	10,562,352.09	Taxes accrued	380,006.66
Interest and dividends receivable	6,788.05	Interest accrued	166,666.66
Materials and supplies	819,461.07	Casualty and insurance reserve	224,841.35
Prepayments	12,563.63	Preferred stock dividend	210,000.00
Investments in affiliated companies	5,113,764.00	Miscellaneous unadjusted credits	6,093.67
Miscellaneous investments	151,248.46	Profit and loss—surplus	1,813,881.12
Total	\$ 51,008,013.03	Total	\$ 51,008,013.03

OPERATING REVENUE—ELECTRIC DEPARTMENT

Total operating revenue	\$ 11,366,301.79
Total operating expenses	8,890,726.01
Profit	\$ 2,475,575.78

STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATION DURING YEAR

Rated capacity in kilowatts of generators installed—steam.....	105,400
Number of kilowatt hours generated during year—steam	591,791,000
Number of kilowatt hours generated during year—hydraulic	548,642,730
Number of kilowatt hours received from other companies	47,543,182
Total K. W. H. generated and received (4+5+6)	1,187,796,912
K. W. H. used in station and station loss	29,408,413
K. W. H. delivered to transmission system (10—11)	193,114,559
K. W. H. loss in transmission and transformation	17.88%
K. W. H. lost in distribution and otherwise unaccounted for	13 and 14
Per cent distribution loss and otherwise unaccounted for (16 ÷ 15)	965,273,940
K. W. H. delivered at consumers' premises—sales (15—16).....	591,791,000
K. W. H. delivered transmission system by steam plant	1,206,105,660
Average number of pounds of coal consumed per K. W. H. delivered to transmission system (20 ÷ 19)	2
Pounds of water evaporated per pound of coal consumed.....	7.2
Working pressure of steam in boilers	200
Rated capacity in horsepower of boilers installed	41,100
Low tension:	
General consumers—metered	2,486
General consumers—flat rates	85
High tension:	
General consumers—metered	430

Southern Public Utilities Company

Incorporated March 7, 1913, under general laws of Maine. The principal office is at 426 South Church Street, Charlotte, N. C. Officers: E. C. Marshall, President, Charlotte, N. C.; A. V. Harrill, Vice-President, Charlotte, N. C.; W. C. Parker, Secretary, New York, N. Y.; D. G. Calder, Treasurer, Charlotte, N. C.

Respondent furnishes electricity for lighting purposes in Charlotte, Winston-Salem, Thomasville, Belmont, Mount Holly, China Grove, Bessemer City, Hickory, Paw Creek, Hoskins, and Reidsville. Gas properties are operated in Charlotte. Street railway properties are operated in Charlotte and Winston-Salem.

BALANCE SHEET

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital.....	\$ 23,247,505.32	Capital stock.....	\$ 10,827,500.00
Cash.....	116,447.58	Long-term debt.....	9,890,000.00
Notes receivable.....	10,839.97	Notes payable.....	5,000.00
Accounts receivable.....	1,751,037.06	Accounts payable.....	206,721.62
Interest and dividends receivable.....	2,774.32	Consumer's deposits.....	164,439.76
Materials and supplies.....	399,000.57	Miscellaneous current liabilities.....	138,742.00
Prepayments.....	10,878.79	Taxes accrued.....	272,056.48
Miscellaneous investments.....	62,209.30	Interest accrued.....	10,181.44
Sinking fund.....	4,563.86	Retirement reserve.....	2,842,817.95
Miscellaneous special funds.....	17,709.46	Casualty and insurance reserve.....	550,393.49
Special deposits.....	3,478.88	Profit and loss—surplus.....	1,336,524.70
Unamortized debt expense.....	514,441.93		
Miscellaneous suspense.....	80,337.00		
Reacquired securities—bonds.....	23,153.40		
Total.....	\$ 26,244,377.44	Total.....	\$ 26,244,377.44

OPERATING REVENUE—GAS DEPARTMENT

Charlotte, N. C.

Total operating revenue.....	\$ 457,690.00
Total operating expenses.....	284,245.48
Profit.....	\$ 173,444.52

OPERATING REVENUE—STREET RAILWAY DEPARTMENT

Charlotte, N. C.

Total operating revenue.....	\$ 513,123.72
Total operating expenses.....	476,501.75
Profit.....	\$ 36,621.97

OPERATING REVENUE—STREET RAILWAY DEPARTMENT

Winston-Salem, N. C.

Total operating revenue.....	\$ 207,366.09
Total operating expenses.....	258,384.47
Loss.....	\$ 51,018.38

N. C. CORPORATION COMMISSION

OPERATING REVENUE—ELECTRIC DEPARTMENT
Charlotte, N. C.

Total operating revenue	\$ 993,874.35
Total operating expenses	540,598.40
 Profit	 \$ 453,275.95

OPERATING REVENUE—ELECTRIC DEPARTMENT
Winston-Salem, N. C.

Total operating revenue	\$ 747,159.04
Total operating expenses	463,227.11
 Profit	 \$ 283,931.93

OPERATING REVENUE—ELECTRIC DEPARTMENT
Thomasville, N. C.

Total operating revenue	\$ 102,938.05
Total operating expenses	84,553.35
 Profit	 \$ 18,385.30

OPERATING REVENUE—ELECTRIC DEPARTMENT
Belmont, N. C.

Total operating revenue	\$ 19,209.18
Total operating expenses	13,344.29
 Profit	 \$ 5,964.89

OPERATING REVENUE—ELECTRIC DEPARTMENT
Mount Holly, N. C.

Total operating revenue	\$ 15,108.80
Total operating expenses	8,956.81
 Profit	 \$ 6,051.99

OPERATING REVENUE—ELECTRIC DEPARTMENT
China Grove, N. C.

Total operating revenue	\$ 6,215.90
Total operating expenses	4,752.97
 Profit	 \$ 1,462.93

OPERATING REVENUE—ELECTRIC DEPARTMENT
Bessemer City, N. C.

Total operating revenue	\$ 13,949.24
Total operating expenses	9,117.63
 Profit	 \$ 4,831.61

OPERATING REVENUE—ELECTRIC DEPARTMENT
Hickory, N. C.

Total operating revenue	\$ 142,837.38
Total operating expenses	96,611.97
 Profit	 \$ 46,225.41

OPERATING REVENUE—ELECTRIC DEPARTMENT
Paw Creek, N. C.

Total operating revenue	\$ 1,095.77
Total operating expenses	730.45
Profit	\$ 365.32

OPERATING REVENUE—ELECTRIC DEPARTMENT
Hoskins, N. C.

Total operating revenue	\$ 6,524.15
Total operating expenses	3,374.25
Profit	\$ 3,149.90

OPERATING REVENUE—ELECTRIC DEPARTMENT
Reidsville, N. C.

Total operating revenue	\$ 88,388.07
Total operating expenses	72,667.08
Profit	\$ 15,720.99

**STATISTICS OF ELECTRIC STREET RAILWAY AT END OF YEAR AND OPERATIONS DURING
YEAR**
Charlotte, N. C.

Maximum 2-minute peak or demand on railway feeders during year, 1,200 K. W.	
Number of rotary converters and motor-generator sets, 3. H. C., 1 M. G. Rated K. W. capacity, 1,850	
Number of hours railway operated during year	6,570
Total number of revenue passengers carried during year	7,960,300
Average number of cars operated	34
Total car miles operated during year	1,807,548
Number of passenger cars owned (motor) .....	.42
Number of passenger cars owned (trail) .....	.4
Total all cars owned .....	.46
Miles of second main track (miles of double track) .....	.973
Miles of sidings, cross-overs, car-house, and storage track .....	.07
Total track mileage	35.11

STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR
Charlotte, N. C.

Types of gas making apparatus (coal, water, oil) coal-carbonated water.	
Number of coal gas benches, 8. Total rated generating capacity, 800 M. C. F. per day.	
Number of water gas sets, 3. Total rated generating capacity, 1,300 M. C. F. per day.	
Total plant generating capacity, 2,100 M. C. F. per day.	
Total holder capacity, 940 M. C. F.	
Total rated steam boiler capacity, 300 H. P.	
Annual production coal gas, 112,371 M. C. F.	
Annual production water gas, 172,185 M. C. F.	

	This Year	Last Year	Per Cent Increase
Total gas manufactured, all kinds (M. C. F.)	284,556	295,258	3.62
Total gas sales to consumers (M. C. F.)	264,510	261,514	1.14
Total gas unaccounted for (M. C. F.)	20,046	33,744	40.59
Per cent unaccounted for (M. C. F.)	7.04	11.42	-----

Tons of coal carbonized during year, 7,738 tons.
 Gallons of gas oil used during year, 676,280 gallons.
 By-products made: Coke, 5,556 tons; Tar, 80,366 gals.
 Average yield during year per pound of coal carbonized, 7.26 cubic feet.
 Average gallons of oil used per M. C. F. of gas manufactured, 3.93 gallons.
 Average calorific value of gas, 540 B. T. U.
 Average cost of coal delivered per ton (2000 lbs.), \$5.20.
 Average cost of coke delivered per ton (2000 lbs.), \$4.00.
 Average cost of gas oil used per gallon, 6.76 cents.
 Total miles of gas mains, 100.7 miles.
 Average pressure at consumers' meters, 4 inches.
 Maximum pressure at consumers' meters, 6 inches.
 Minimum pressure at consumers' meters, 3½ inches.
 Maximum day (24 hours) send-out during year, 1,053 M. C. F.
 Total number regular meter customers, 5,894.
 Total number prepaid meter customers, 208.
 Total number all customers, 6,102.

**STATISTICS OF ELECTRIC STREET RAILWAY AT END OF YEAR AND OPERATIONS DURING
YEAR
Winston-Salem, N. C.**

Maximum 2-minute peak or demand on railway feeders during year, 750 K. W.
 Number of rotary converters and motor-generator sets, 2 M. G. Rated K. W. capacity,
 1,000.

Number of hours railway operated during year	6,564
Average number of cars operated.....	14
Total car miles operated during year.....	713,705
Number of passenger cars owned (motor).....	35
Number of freight and express cars owned	3
Total all cars owned.....	38
Miles of first main track (route miles).....	9.86
Miles of sidings, crossovers, car-house and storage track .....	.935
Total track mileage.....	10.795
Miles of single track paved by Company.....	9.46

**STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR
Charlotte, N. C.**

Number of kilowatt hours received from other companies	28,579,913
Total K. W. H. generated and received (4+5+9)	28,579,913
K. W. H. lost in distribution and otherwise unaccounted for	3,806,099
Per cent distribution loss and otherwise unaccounted for (16÷15).....	13.32
K. W. H. delivered at consumers' premises—sales (15—16)	24,773,814
Low tension:	
General consumers—metered	12,418
General consumers—flat rates	316
High tension:	
General consumers—metered.....	36

**STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR
Winston-Salem, N. C.**

Rated capacity in kilowatts of generators installed—hydraulic.....	1,450
Number of hours plant was operated during year.....	8,667
Number of kilowatt hours generated during year—hydraulic	5,275,400
Maximum 15 minute load on plant during year, in kilowatts	1,075
Average load factor on plant during year.....	55.92%
Number of kilowatt hours received from other companies	19,501,100
Total K. W. H. generated and received (4+5+9)	24,776,500
K. W. H. lost in distribution and otherwise unaccounted for	2,943,145
Per cent distribution loss and otherwise unaccounted for (16÷15).....	11.87
K. W. H. delivered at consumers' premises—sales (15—16)	21,833,355
Low tension:	
General consumers—metered	10,900
General consumers—flat rates	358
High tension:	
General consumers—metered	51

**STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR
Thomasville, N. C.**

Number of kilowatt hours received from other companies	3,989,570
Total K. W. H. generated and received (4+5+9)	3,989,570
K. W. H. lost in distribution and otherwise unaccounted for.....	248,325
Per cent distribution loss and otherwise unaccounted for (16 ÷ 15).....	6.22
K. W. H. delivered at consumers' premises—sales (15—16).....	3,741,245
Low tension:	
General consumers—metered	1,516
General consumers—flat rates	43
High tension:	
General consumers—metered	13

**STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR
Belmont N. C.**

Number of kilowatt hours received from other companies	584,400
Total K. W. H. generated and received (4+5+9)	584,400
K. W. H. lost in distribution and otherwise unaccounted for.....	125,604
Per cent distribution loss and otherwise unaccounted for (16 ÷ 15).....	21.49
K. W. H. delivered at consumers' premises—sales (15—16).....	458,796
Low tension:	
General consumers—metered	302
High tension:	
General consumers—metered	3

**STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR
Mount Holly, N. C.**

Number of kilowatt hours received from other companies	338,170
Total K. W. H. generated and received (4+5+9)	338,170
K. W. H. lost in distribution and otherwise unaccounted for.....	65,118
Per cent distribution loss and otherwise unaccounted for (16 ÷ 15).....	19.25
K. W. H. delivered at consumers' premises—sales (15—16).....	273,052
Low tension:	
General consumers—metered	295
High tension:	
General consumers—metered	3

**STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR
China Grove, N. C.**

Number of kilowatt hours received from other companies	104,880
Total K. W. H. generated and received (4+5+9)	104,880
K. W. H. lost in distribution and otherwise unaccounted for.....	23,610
Per cent distribution loss and otherwise unaccounted for (16 ÷ 15).....	22.51
K. W. H. delivered at consumers' premises—sales (15—16).....	81,270
Low tension:	
General consumers—metered	230

**STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR
Bessemer City, N. C.**

Number of kilowatt hours received from other companies	333,930
Total K. W. H. generated and received (4+5+9)	333,930
K. W. H. lost in distribution and otherwise unaccounted for.....	63,684
Per cent distribution loss and otherwise unaccounted for (16 ÷ 15).....	19.07
K. W. H. delivered at consumers' premises—sales (15—16).....	270,246

Low tension:		
General consumers—metered	.....	400
High tension:		
General consumers—metered	.....	2

**STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR
Hickory, N. C.**

Number of kilowatt hours received from other companies	.....	3,965,380
Total K. W. H. generated and received (4+5+9)	.....	3,965,380
K. W. H. lost in distribution and otherwise unaccounted for	.....	586,223
Per cent distribution loss and otherwise unaccounted for (16 ÷ 15)	.....	14.78
K. W. H. delivered at consumers' premises—sales (15—16)	.....	3,379,157
Low tension:		
General consumers—metered	.....	2,758
General consumers—flat rates	.....	63
High tension:		
General consumers—metered	.....	25

**STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR
Paw Creek, N. C.**

Number of kilowatt hours received from other companies	.....	23,540
Total K. W. H. generated and received (4+5+9)	.....	23,540
K. W. H. lost in distribution and otherwise unaccounted for	.....	2,563
Per cent distribution loss and otherwise unaccounted for (16 ÷ 15)	.....	10.89
K. W. H. delivered at consumers' premises—sales (15—16)	.....	20,977
Low tension:		
General consumers—metered	.....	30

**STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR
Hoskins, N. C.**

Number of kilowatt hours received from other companies	.....	110,360
Total K. W. H. generated and received (4+5+9)	.....	110,360
K. W. H. lost in distribution and otherwise unaccounted for	.....	30,899
Per cent distribution loss and otherwise unaccounted for (16 ÷ 15)	.....	28.00
K. W. H. delivered at consumers' premises—sales (15—16)	.....	79,461
Low tension:		
General consumers—metered	.....	263

**STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR
Reidsville, N. C.**

Number of kilowatt hours received from other companies	.....	3,070,400
Total K. W. H. generated and received (4+5+9)	.....	3,070,400
K. W. H. lost in distribution and otherwise unaccounted for	.....	535,513
Per cent distribution loss and otherwise unaccounted for (16 ÷ 15)	.....	17.44
K. W. H. delivered at consumers' premises—sales (15—16)	.....	2,534,687
Low tension:		
General consumers—metered	.....	1,428
General consumers—flat rates	.....	68
High tension:		
General consumers—metered	.....	10

Tidewater Power Company

Incorporated February 26, 1907, under general laws of North Carolina. The principal office is at 217 Princess Street, Wilmington, N. C. Officers: A. E. Fitkin, President, New York, N. Y.; F. A. Mattles, Vice-President, Wilmington, N. C.; T. B. Willard, Secretary-Treasurer, Wilmington, N. C.

Respondent furnishes electricity for lighting purposes in the following towns: Wilmington, Wrightsville Beach, Delgado, Winter Park, Sea Gate, Wrightsville, Sunset Park, Castle Hayne, Wallace, Rose Hill, Magnolia, Warsaw, Kenansville, Faison, Calypso, Waranish, Whiteville, Chadbourn, Rocky Point, Burgaw, Navassa. Electricity is furnished at wholesale in Wallace, Rose Hill, and Mt. Olive. Gas properties are operated in Wilmington and Wrightsville Beach. Street railway properties are operated in Wilmington, N. C.

BALANCE SHEET

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital	\$ 5,938,029.78	Capital stock	\$ 3,092,600.00
Cash.....	600,598.35	Long-term debt.....	7,942,850.00
Notes receivable.....	762.50	Notes payable.....	76,050.00
Accounts receivable.....	134,507.15	Accounts payable.....	78,131.17
Interest and dividends receivable.....	7,839.48	Consumer's deposits.....	32,165.11
Materials and supplies.....	117,114.25	Miscellaneous current liabilities.....	22,649.53
Prepayments	1,786.42	Taxes accrued	19,000.00
Investments in affiliated companies	6,221,880.82	Interest accrued	133,811.28
Miscellaneous investments.....	28,339.10	Advances from affiliated companies	1,154,284.62
Sinking funds	73,318.96	Retirement reserve	410,003.24
Miscellaneous special funds	39,967.96	Casualty and insurance reserve	33,562.28
Special deposits	45,945.00	Miscellaneous reserves	29,051.02
Unamortized debt expense.....	1,192,347.57	Profit and loss—surplus	1,378,591.09
Miscellaneous suspense	312.00	Total	\$ 14,402,749.34
Total	\$ 14,402,749.34	Total	\$ 14,402,749.34

OPERATING REVENUE—GAS DEPARTMENT

Total operating revenue	\$ 195,026.88
Total operating expenses	139,616.50
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Profit	\$ 55,410.38

OPERATING REVENUE—STREET RAILWAY DEPARTMENT

Total operating revenue	\$ 281,812.98
Total operating expenses	231,660.40
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Profit	\$ 50,152.58

OPERATING REVENUE—ELECTRIC DEPARTMENT

Total operating revenue	\$ 641,812.89
Total operating expenses	314,606.35
<hr/>	
Profit	\$ 327,206.54

STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR

Rated capacity in kilowatts of generators installed—steam.....	11,800
Number of hours plant was operated during year.....	8,760
Number of kilowatt hours generated during year—steam.....	18,797,290
Average number of kilowatt hours generated per hour in operation.....	2,145
Maximum 15-minute load on plant during year, in kilowatts.....	5,000
Average load factor on plant during year.....	42.9%
Number of kilowatt hours received from other companies.....	32,000
Total K. W. H. generated and received (4+5+9).....	18,829,290
K. W. H. used in station and station loss.....	529,310
K. W. H. delivered to transmission system (10—11).....	18,299,980
K. W. H. loss in transmission and transformation.....	1,905,603
Per cent transmission and transformation (loss 13 ÷12).....	10.41
K. W. H. delivered at consumers' premises—sales (15—16).....	16,334,377
K. W. H. delivered transmission system by steam plant.....	18,829,290
Pounds of coal consumed (including banking) in producing above power.....	39,505,520
Average number of pounds of coal consumed per K. W. H. delivered to transmission system (20 ÷19).....	2.10
Pounds of water evaporated per pound of coal consumed.....	26
B. T. U. per pound of coal.....	13,400
B. T. U. in coal per K. W. H. delivered transmission system (21 X23).....	28,140
Working pressure of steam in boilers.....	195
Rated capacity in horsepower of boilers installed.....	3,478
Low tension:	
General consumers—metered.....	7,329

STATISTICS OF ELECTRIC STREET RAILWAY AT END OF YEAR AND OPERATIONS DURING YEAR

Rated capacity in kilowatts of generators installed, 11,500 K. W.	
Number of kilowatt hours generated during year, 18,797,290 K. W. H.	
Number of kilowatt hours purchased during year, 32,000 K. W. H.	
Total D. C. kilowatt hours delivered to railway feeders during year, 2,116,640 K. H. W.	
Maximum 2-minute peak or demand on railway feeders during year, N. A. K. W.	
Number of rotary converters and motor-generator sets, 2. Rated K. W. capacity, 1000.	
Number of hours railway operated during year.....	8,760
Total number of revenue passengers carried during year.....	2,568,081
Average number of cars operated.....	23
Total car hours operated during year.....	92,376
Total car miles operated during year.....	878,244
Number of passenger cars owned (motor).....	42
Number of freight and express cars owned.....	13
Total all cars owned.....	55
Miles of first main track (route miles).....	21.83
Miles of second main track (miles of double track).....	9.40
Miles of sidings, crossovers, car-house and storage track.....	2.20
Total track mileage.....	33.43
Miles of double track paved by railway company.....	4.44

STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

Types of gas-making apparatus (coal, water, oil) coal and water.	
Number of coal gas benches, 3. Total rated generating capacity, 1,500 M. C. F. per day.	
Number of water gas sets, 2. Total rated generating capacity, 1,450 M. C. F. per day.	
Total plant generating capacity, 1,500 M. C. F. per day.	
Total holder capacity, 270 M. C. F.	
Annual production coal gas, 51,369 M. C. F.	
Annual production water gas, 75,772 M. C. F.	

	This Year	Last Year	Per Cent Increase
Total gas manufactured, all kinds (M. C. F.)-----	127,141	116,002	9.602
Total gas delivered to mains (M. C. F.)-----	127,164	115,975	9.645
Total gas sales to consumers (M. C. F.)-----	105,272	96,609	8.967
Total gas used by company (M. C. F.)-----	1,558	1,317	18.533
Total gas unaccounted for (M. C. F.)-----	20,334	18,049	12.624
Per cent unaccounted for (M. C. F.)-----	15.99	15.56	-----

Tons of coal carbonized during year, 5,442 tons.

Gallons of gas oil used during year, 196,812 gallons.

By-products made: Coke, 3,471 tons; Tar, 55,318 gals.

Average yield during year per pound of coal carbonized, 4.72 cubic feet.

Average gallons of oil used per M. C. F. of gas manufactured, 2.60 gallons.

Average calorific value of gas, 540 B. T. U.

Average cost of coal delivered per ton (2000 lbs.), \$4.95.

Average cost of gas oil used per gallon, 7.45 cents.

Total miles of gas mains, 152.2 miles.

Average pressure at consumers' meters, 3.0 inches.

Maximum pressure at consumers' meters, 3.5 inches.

Minimum pressure at consumers' meters, 2.5 inches.

Maximum day (24 hours) send-out during year, 5.92 M. F. C.

Total number regular meter customers, 3,025.

Total number all customers, 3,025.

Washington Gas Company

Incorporated October 17, 1917, under general laws of North Carolina. The principal office is at Washington, N. C. Officers: R. A. Blackwood, President, Kinston, N. C.; S. C. Bragaw, Secretary, Washington, N. C.; R. A. Blackwood, Secretary, Kinston, N. C.

Respondent operates gas properties in Washington and Washington Park.

BALANCE SHEET

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital.....	\$ 188,218.91	Capital stock.....	\$ 50,000.00
Cash.....	257.01	Long-term debt.....	90,000.00
Accounts receivable.....	10,172.34	Accounts payable.....	1,378.40
Materials and supplies.....	2,547.75	Consumer's deposits.....	353.50
Prepayments.....	715.43	Miscellaneous accrued liabilities.....	2,395.64
Miscellaneous investments.....	286.25	Miscellaneous unadjusted credits.....	302.82
Replacement fund.....	3,925.00	Profit and loss—surplus.....	67,257.22
Special deposits.....	2,333.39		
Treasury securities—stock.....	912.50		
Total.....	\$ 211,687.58	Total.....	\$ 211,687.58

OPERATING REVENUE—GAS DEPARTMENT

Total operating revenue.....	\$ 34,665.63
Total operating expenses.....	21,031.07
Profit.....	\$ 13,634.56

STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

Types of gas-making apparatus (coal, water, oil) water.

Number of water gas sets, 2. Total rated generating capacity, 200 M. C. F. per day.

Total plant generating capacity, 200 M. C. F. per day.

Total holder capacity, 60 M. C. F.

Total rated steam boiler capacity, 120 H. P.

Annual production water gas, 17,779 M. C. F.

	This Year	Last Year
Total gas manufactured, all kinds (M. C. F.)	17,779,000	17,510
Total gas sales to consumers (M. C. F.)	14,281,000	14,501
Total gas used by company (M. C. F.)	30,000	300
Total gas unaccounted for (M. C. F.)	3,198,000	2,709
Per cent unaccounted for (M. C. F.)	18	15

Tons of coal carbonized during year, 444 tons.

Gallons of gas oil used during year, 55,739 gallons.

By-products made; Tar, 5,000 gals.

Average gallons of oil used per M. C. F. of gas manufactured, 3.1 gallons.

Average calorific value of gas, 540 B. T. U.

Average cost of coal delivered per ton (2000 lbs.), \$5.65.

Average cost of coke delivered per ton (2000 lbs.), \$7.65.

Average cost of gas oil used per gallon, 7½ cents.

Total miles of gas mains, 12 miles.

Average pressure at consumers' meters, 3 inches.

Maximum pressure at consumers' meters, 3.5 inches.

Minimum pressure at consumers' meters, 2.5 inches.

Maximum day (24 hours) send-out during year, 100 M. C. F.

Total number regular meter customers, 532.

Total number prepaid meter customers, 98.

Total number all customers, 630.

Winston-Salem Gas Company

Incorporated July 1, 1912, under general laws of North Carolina. The principal office is at 118 North Elm Street, Greensboro, N. C. Officers: W. S. Barstow, President, Greensboro; Lucien Tyng, Vice-President, Greensboro; J. P. Campbell, Treasurer, Greensboro; C. N. Wilson, Secretary, Greensboro.

Respondent operates gas properties in Winston-Salem.

BALANCE SHEET

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital.....	\$ 1,049,881.21	Capital stock.....	\$ 350,300.00
Cash.....	6,639.51	Long-term debt.....	900,675.00
Accounts receivable.....	79,439.16	Notes payable.....	45,000.00
Materials and supplies.....	33,093.79	Accounts payable.....	32,261.87
Miscellaneous current asset.....	200.00	Consumer's deposits.....	14,163.12
Sinking funds.....	2,066.42	Matured interest unpaid.....	17,150.00
Miscellaneous special funds.....	17,150.00	Miscellaneous current liabilities.....	2,515.91
Unamortized debt expense.....	42,243.39	Taxes accrued.....	12,401.13
Reacquired securities—bonds.....	250,000.00	Interest accrued.....	949.24
Treasury securities—stock.....	17,000.00	Miscellaneous accrued liabilities.....	1,004.59
		Retirement reserve.....	58,996.59
		Miscellaneous reserves.....	6,469.99
		Profit and loss—surplus.....	55,826.04
Total.....	\$ 1,497,713.48	Total.....	\$ 1,497,713.48

OPERATING REVENUE—GAS DEPARTMENT

Total operating revenue.....	\$ 178,934.65
Total operating expenses.....	97,318.02
Profit.....	\$ 81,616.13

STATISTICS OF GAS PROPERTY AT END OF YEAR AND OPERATIONS DURING YEAR

Types of gas-making apparatus (coal, water, oil) coke and water.

Number of coal gas benches, 6. Total rated generating capacity, 360 M. C. F. per day.

Number of water gas sets, 1. Total rated generating capacity, 250 M. C. F. per day.

Total plant generating capacity, 610 M. C. F. per day.

Total holder capacity, 240 M. C. F.

Total rated steam boiler capacity, 240 H. P.

Annual production coal gas, 107,660 M. C. F.

Annual production water gas, 4,366 M. C. F.

	This Year	Last Year
Total gas manufactured, all kinds (M. C. F.)-----	112,026	94,643
Total gas delivered to mains (M. C. F.)-----	112,026	94,649
Total gas sales to consumers (M. C. F.)-----	94,052	82,049
Total gas used by company (M. C. F.)-----	635	422
Total gas unaccounted for (M. C. F.)-----	17,375	12,176
Per cent unaccounted for (M. C. F.)-----	.155	.1288

Average yield during year per pound of coal carbonized, 5.67 cubic feet.

Average calorific value of gas, 548 B. T. U.

Average cost of coal delivered per ton (2000 lbs.), \$5.00.

Average cost of coke delivered per ton (2000 lbs.), \$5.00.

Average cost of gas oil used per gallon, .0749 cents.

Total miles of gas mains, 69.68 miles.

Average pressure at consumers' meters, 3 inches.

Maximum pressure at consumers' meters, 8 inches.

Minimum pressure at consumers' meters, 2 inches.

Maximum day (24 hour) send-out during year, 4.41 M. C. F.

Total number all customers, 2,643.

Yadkin River Power Company

Incorporated March, 1911, under general laws of North Carolina. The principal office is at No. 5 West Hargett Street, Raleigh, N. C. Officers: S. Z. Mitchell, Chairman of Board, New York, N. Y.; B. S. Jerman, President, Raleigh, N. C.; Wm. Darbee, Vice-President, New York, N. Y.; P. A. Tillery, Vice-President, Raleigh, N. C.; E. W. Hill, Vice-President, New York, N. Y.; E. P. Summerson, Secretary, New York, N. Y.; H. L. Martin, Asst. Secretary, New York, N. Y.; A. C. Ray, Treasurer, New York, N. Y.; C. J. Hickman, Asst. Treasurer, New York, N. Y.

Electricity is furnished for lighting purposes in the following towns: Alma, N. C.; Hamlet, N. C.; Mullins, S. C.; Ruby, S. C.; Bishopsburg, S. C.; Hartsville, S. C.; Morvan, N. C.; Tatum, S. C.; Cheraw, S. C.; Jefferson, S. C.; McColl, S. C.; Timmonsville, S. C.; Chesterfield, S. C.; Latta, S. C.; Mt. Groghan, S. C.; Wadesboro, N. C.; Darlington, S. C.; Lilesville, N. C.; Pageland, S. C.; Dillon, S. C.; Maxton, N. C.; Rockingham, N. C.; Florence, S. C.; Marion, S. C.; Rowland, N. C. Electricity is furnished at wholesale in the following towns: Camden, S. C.; Kollok, S. C.; Lumberton, N. C.; Laurinburg, N. C.; Laurel Hill, N. C.; Pee Dee, S. C.

BALANCE SHEET

ASSETS		LIABILITIES	
Title of Account	Balance at End of Year	Title of Account	Balance at End of Year
Fixed capital.....	\$ 12,868,181.52	Capital stock.....	\$ 6,280,154.00
Cash.....	87,910.26	Long-term debt.....	7,606,000.00
Notes receivable.....	1,464,745.80	Receiver's certificates.....	9,165.00
Accounts receivable.....	271,432.40	Accounts payable.....	58,886.42
Interest and dividends receivable.....	16,041.01	Consumer's deposits.....	31,065.15
Materials and supplies.....	205,938.34	Dividends declared.....	62,086.75
Prepayments.....	6,049.68	Taxes accrued.....	147,820.04
Miscellaneous current asset.....	13,592.78	Interest accrued.....	101,305.16
Investments in affiliated companies.....	50,000.00	Miscellaneous accrued liabilities.....	320.00
Sinking funds.....	247.96	Retirement reserve.....	409,119.41
Special deposits.....	3,525.00	Casualty and insurance reserve.....	91,660.85
Unamortized debt expense.....	584,521.11	Contributions for extensions.....	18,055.87
Clearing or apportionment accts.....	2,038.46	Contingency reserve.....	95,646.25
Work in progress.....	737,707.40	Miscellaneous reserves.....	19,189.66
Miscellaneous suspense.....	13,175.99	Profit and loss—surplus.....	1,500,733.15
Reacquired securities—stock.....	100.00		
Treasury securities—bonds.....	106,000.00		
Total.....	\$ 16,431,207.71	Total.....	\$ 16,431,207.71

OPERATING REVENUE—ELECTRIC DEPARTMENT Dillon Division

Total operating revenue.....	\$ 62,681.81
Total operating expenses.....	30,322.97
Profit.....	\$ 32,358.84

OPERATING REVENUE—ELECTRIC DEPARTMENT Camden Division

Total operating revenue.....	\$ 89,101.48
Total operating expenses.....	47,890.71
Profit.....	\$ 41,210.77

OPERATING REVENUE—ELECTRIC DEPARTMENT
McColl Division

Total operating revenue	\$ 93,201.32
Total operating expenses	51,879.41
Profit	\$ 41,321.91

OPERATING REVENUE—ELECTRIC DEPARTMENT
Bishopville Division

Total operating revenue	\$ 53,200.91
Total operating expenses	26,890.03
Profit	\$ 26,310.88

OPERATING REVENUE—ELECTRIC DEPARTMENT
Hartsville Division

Total operating revenue	\$ 193,115.22
Total operating expenses	110,310.93
Profit	\$ 82,804.29

OPERATING REVENUE—ELECTRIC DEPARTMENT
Timmonsville Division

Total operating revenue	\$ 22,096.21
Total operating expenses	11,547.84
Profit	\$ 10,548.37

OPERATING REVENUE—ELECTRIC DEPARTMENT
Marion Division

Total operating revenue	\$ 106,394.65
Total operating expenses	55,289.73
Profit	\$ 51,104.92

OPERATING REVENUE—ELECTRIC DEPARTMENT
Darlington Division

Total operating revenue	\$ 82,329.43
Total operating expenses	38,800.65
Profit	\$ 43,528.78

OPERATING REVENUE—ELECTRIC DEPARTMENT
Florence Division

Total operating revenue	\$ 224,564.53
Total operating expenses	105,360.51
Profit	\$ 119,204.02

OPERATING REVENUE—ELECTRIC DEPARTMENT
Laurinburg Division

Total operating revenue	\$ 118,352.50
Total operating expenses	78,256.07
Profit	\$ 40,096.43

OPERATING REVENUE—ELECTRIC DEPARTMENT
Maxon Division

Total operating revenue.....	\$ 38,240.61
Total operating expenses.....	20,646.88
Profit.....	\$ 17,593.73

OPERATING REVENUE—ELECTRIC DEPARTMENT
Lumberton Division

Total operating revenue.....	\$ 97,916.88
Total operating expenses.....	57,821.74
Profit.....	\$ 40,095.14

OPERATING REVENUE—ELECTRIC DEPARTMENT
Cheraw Division

Total operating revenue.....	\$ 134,371.97
Total operating expenses.....	68,416.43
Profit.....	\$ 65,955.54

OPERATING REVENUE—ELECTRIC DEPARTMENT
Wadesboro Division

Total operating revenue.....	\$ 136,078.60
Total operating expenses.....	69,469.70
Profit.....	\$ 66,608.90

OPERATING REVENUE—ELECTRIC DEPARTMENT
Rockingham Division

Total operating revenue.....	\$ 339,152.76
Total operating expenses.....	190,114.70
Profit.....	\$ 149,038.06

OPERATING REVENUE—ELECTRIC DEPARTMENT
Hamlet Division

Total operating revenue.....	\$ 128,228.53
Total operating expenses.....	70,349.56
Profit.....	\$ 57,878.97

OPERATING REVENUE—ELECTRIC DEPARTMENT
Raleigh—Durham Division

Total operating revenue.....	\$ 164,441.31
Total operating expenses.....	110,345.52
Profit.....	\$ 54,095.79

STATISTICS OF ELECTRIC PLANT AT END OF YEAR AND OPERATIONS DURING YEAR

Rated capacity in kilowatts of generators installed—steam	1,500
Rated capacity in kilowatts of generators installed—hydraulic.....	24,000
Number of hours plant was operated during year.....	8,760
Number of kilowatt hours generated during year—steam	995,700
Number of kilowatt hours generated during year—hydraulic	73,402,600
Average number of kilowatt hours generated per hour in operation.....	8,492
Maximum 15-minute load on plant during year, in kilowatts	25,000
Average load factor on plant during year	34.0
Number of kilowatt hours received from other companies	70,551,800
Total K. W. H. generated and received (4+5+9).....	144,950,100
K. W. H. delivered to transmission system (10—11)	144,950,100
K. W. H. loss in transmission and transformation	27,876,230
Per cent transmission and transformation loss. (13 ÷12).....	19.2
K. W. H. delivered at consumers' premises—sales (15—16).....	117,073,870
K. W. H. delivered transmission system by steam plant	995,700
Pounds of coal consumed (including banking) in producing above power.....	4,271,100
Average number of pounds of coal consumed per K. W. H. delivered to transmission system (20 ÷19)	4.29
B. T. U. per pound of coal	13,000
B. T. U. in coal per K. W. H. delivered transmission system (21 X23).....	55,800
Working pressure of steam in boilers	160

Report of Electric Light Companies

FOR CALENDAR YEAR ENDING DECEMBER 31, 1925

No.	Name and Address of Company	Revenue From Operations	Operating Expenses	Profit	Loss
1	Atlantic and Carolina Ry. Co. Norfolk, Va.	\$.....	\$.....	\$.....	\$.....
2	Bakersville Milling, Light & Power Co. Bakersville, N. C.	.....	.....	.....	.....
3	Blowing Rock Light and Power Co. Blowing Rock, N. C.	12,343.83	5,546.09	6,797.74	.....
4	Blue Ridge Power Co. Hendersonville, N. C.	298,942.59	377,643.22	.....	78,700.63
5	Brevard Light and Power Co. Brevard, N. C.	.....	.....	.....	.....
6	Buffalo Power Co. Lenoir, N. C.	.....	.....	.....	.....
7	Burnsville, Light, Heat and Power Co. Burnsville, N. C.	12,669.56	3,880.08	8,789.48	.....
8	Caldwell Power Co. Morganton, N. C.	85,627.97	22,994.45	32,633.52	.....
9	Canion Electric Co. Canton, N. C.	.....	.....	.....	.....
10	Carolina Beach Ry. Co. Wilmington, N. C.	.....	.....	.....	.....
11	Cascade Power Co. Brevard, N. C.	.....	.....	.....	.....
12	Catawba Valley Light and Power Co. Morganton, N. C.	69,379.83	21,806.29	47,573.54	.....
13	Connelly Springs Light and Power Co. Connelly Springs, N. C.	654.00	243.00	411.00	.....
14	Conover Electric Co. Conover, N. C.	.....	.....	.....	.....
15	Cullowhee State Normal School Cullowhee, N. C.	800.00	760.00	40.00	.....
16	Dallas Rural Light Co. Dallas, N. C.	453.13	302.19	150.94	.....
17	Dan Valley Power Co. Walnut Cove, N. C.	.....	.....	.....	.....
18	Dillsboro and Sylva Electric Light Co. Dillsboro, N. C.	.....	.....	.....	.....
19	Duplin Light and Power Co. Wallace, N. C.	77.00	.....	77.00	.....
20	Electric Light and Power Co. Lakeview, N. C.	.....	.....	.....	.....
21	Town of Elkin Elkin, N. C.	20,324.18	17,583.11	2,741.07	.....
22	Elk Park Electric Light and Power Co. Elk Park, N. C.	.....	.....	.....	.....
23	Franklin Light and Power Co. Franklin, N. C.	.....	.....	.....	.....
24	Hillsboro Power and Light Co. Hillsboro, N. C.	10,197.49	5,766.33	4,431.16	.....
25	Home Electric Co. Hendersonville, N. C.	.....	.....	.....	.....
26	Laurinburg Light and Power Co. Laurinburg, N. C.	.....	.....	.....	.....
27	Laurel Hill Electric Co. Laurel Hill, N. C.	.....	.....	.....	.....

ELECTRIC LIGHT COMPANIES—OPERATING REVENUE AND EXPENSES—Continued

No.	Name and Address of Company	Revenue From Operations	Operating Expenses	Profit	Loss
28	Leakeville Light and Power Co. Leaksville, N. C.	\$.....	\$.....	\$.....	
29	The Light and Mill Co. Robersonville, N. C.	Not operated			
30	Light and Power Co. Laurinburg, N. C.	24,572.21	4,414.12	20,158.09	
31	Madison Light and Power Co. Marshall, N. C.	14,655.80	11,969.17	2,686.63	
32	Marion Light and Power Co. Marion, N. C.	24,997.96	17,472.39	7,525.57	
33	Moravian Power Co. Moravian Falls, N. C.				
34	Nash Power Co. Nashville, N. C.				
35	Newland Light and Power Co. Newland, N. C.				
36	Norlina Electric Co. Norlina, N. C.				
37	North State Power Co. Raleigh, N. C.				
38	Norwood Power and Light Co. Norwood, N. C.				
39	Peck Manufacturing Co. Warrenton, N. C.				
40	Pinehurst, Inc. Pinehurst, N. C.				
41	Public Service Co. Hayesville, N. C.				
42	Randolph Power Co. Randleman, N. C.				
43	Roanoke River Development Co. Weldon, N. C.	10,132.53	60.00	10,072.53	
44	Roseboro, Light and Power Co. Roseboro, N. C.				
45	Roxboro Light and Power Co. Roxboro, N. C.				
46	St. Paul Power Co. St. Paul, N. C.	19,694.22	20,771.87		1,077.65
47	Sandhill Power Co. Lakeview, N. C.				
48	Sharpsburg Light and Power Co. Sharpsburg, N. C.				
49	Southport Light and Power Co. Southport, N. C.				
50	Tallassee Power Co. Badin, N. C.				
51	Troutman Light and Power Co. Troutman, N. C.				
52	Warren Plains Electric Co. Warren Plains, N. C.	572.80	386.41	186.39	
53	Weaverville Electric and Tel. Co. Weaverville, N. C.				
54	Webb Mill and Power Co. Spring Hope, N. C.				
55	Williamston Electric Co. Williamston, N. C.				

ELECTRIC LIGHT COMPANIES—OPERATING REVENUE AND EXPENSES—Continued

No.	Name and Address of Company	Revenue From Operations	Operating Expenses	Profit	Loss
56	Windsor Electric and Power Co.----- Windsor, N. C.	\$-----	\$-----	\$-----	\$-----
57	Black Mountain Telephone Co.----- Black Mountain, N. C.	-----	-----	-----	-----
58	Melrose Power and Manufacturing Co.----- Tryon, N. C.	20,252.59	14,081.38	6,171.21	-----
59	Webb Mill and Power Co.----- Spring Hope, N. C.	17,472.02	12,035.51	5,436.51	-----
60	Spruce Pine Electric Co.----- Spruce Pine, N. C.	Not organized	-----	-----	-----
61	Rocky River Power and Light Co.----- Cumnock, N. C.	6,187.00	5,895.31	292.49	-----
62	Hayesville Light and Power Co.----- Hayesville N. C.	1,284.00	1,284.00	-----	-----
63	Carolina-Tennessee Power Co.----- Murphy, N. C.	19,312.55	14,313.08	4,999.47	-----
64	Canton Electric Co.----- Asheville, N. C.	30,745.06	13,709.52	17,035.54	-----

Telephone and

STATISTICS FOR CALENDAR YEAR

Name of Company	Location of Exchange
Albemarle Telephone Co.-----	Albemarle, N. C.-----
Albemarle, N. C.-----	Badin, N. C.-----
-----	New London, N. C.-----
Andrews Telephone Co.-----	Andrews, N. C.-----
Appalachian Telephone Co.-----	Burnsville, N. C.-----
Bethlehem Telephone Co.-----	Walnut Cove, N. C.-----
Bonlee Telephone Co.-----	Bonlee, N. C.-----
Bonlee, N. C.-----	Goldston, N. C.-----
Brown Summit Telephone Co.-----	Pittsboro, N. C.-----
Bryson City Telephone Co.-----	Siler City, N. C.-----
Candler Mutual Telephone Co.-----	Brown Summit, N. C.-----
Cane Creek Telephone-----	Bryson City, N. C.-----
Cardenas Telephone Co.-----	Candler, N. C.-----
Carolina Telephone and Telegraph Co.-----	Saxapahaw, N. C.-----
Tarboro, N. C.-----	Varina, N. C.-----
-----	Tarboro, N. C.-----
-----	Benson, N. C.-----
-----	Clinton, N. C.-----
-----	Dunn, N. C.-----
-----	Elm City, N. C.-----
-----	Fayetteville, N. C.-----
-----	Kenly, N. C.-----
-----	Kinston, N. C.-----
-----	LaGrange, N. C.-----
-----	Lillington, N. C.-----
-----	Maxton, N. C.-----
-----	Pinetops, N. C.-----
-----	Raeford, N. C.-----
-----	Red Springs-----
-----	Scotland Neck, N. C.-----
-----	Smithfield, N. C.-----
-----	Washington, N. C.-----
-----	Wilson, N. C.-----
Chowan and Roanoke Telephone Co.-----	Ahoskie, N. C.-----
Colerain, N. C.-----	Aulander, N. C.-----
-----	Colerain, N. C.-----
-----	Lewiston, N. C.-----
-----	Windsor, N. C.-----
-----	Winton, N. C.-----
Cherry Mountain Telephone Co.-----	Bostic, N. C.-----
Citizens Telephone Co.-----	Brevard, N. C.-----
City Telephone Co.-----	Southern Pines, N. C.-----
Clay County Telephone-----	Hayesville, N. C.-----
Clayton Telephone Co.-----	Clayton, N. C.-----
Cliffside Telephone Co.-----	Cliffside, N. C.-----
-----	Avondale, N. C.-----
Clio Telephone Co.-----	Clio, N. C.-----
Cooleemee Telephone Co.-----	Cooleemee, N. C.-----
Cooperative Telephone Co.-----	Carthage, N. C.-----
Cullowhee Telephone and Power Co.-----	Cullowhee, N. C.-----
Currituck Telephone Co.-----	Poplar Branch, N. C.-----
Davidson Telephone Co.-----	Welcome, N. C.-----
Denton Telephone Co.-----	Denton, N. C.-----

Telegraph Companies

ENDING DECEMBER 31, 1925

Plant Equipment and Other Assets	Investment By Owner and Other Liabilities	Operating Revenues	Operating Expenses	Number Phones		Miles of Wire
				Business	Residence	
\$ 70,336.70	\$ 70,336.70	\$ 26,930.71	\$ 23,230.75	181	351	70
				26	24	61
				4	40	20
3,425.00	8,830.00	252.30	899.14	36	83	35
14,401.59	14,401.59	1,579.32	1,024.65	34	63	244
280.00		75.00	6.00		17	11
20,182.26	20,182.26	16,942.35	14,491.68	24	28	58
				20	40	96
				38	35	20
				68	93	108
174.00						
15,164.25	15,164.25	5,034.96	5,023.90	42	158	160
6,000.00	3,578.85	3,578.85	1,750.90		110	100
		40.00	1,140.00		190	130
6,990.95	7,014.17	2,847.46	2,840.08	26	81	121
1,603,178.58	1,603,178.58	483,432.59	104,456.68		870	
					185	
					338	
					613	
					129	
					2,046	
					76	
					1,570	
					132	
					97	
					313	
					58	
					198	
					169	
					306	
					416	
					1,271	
					2,490	
11,000.00	12,600.00	17,763.25	17,999.25	80	92	128
				30	26	44
				12	72	81
				18	28	38
				49	47	87
				11	35	47
150.00		160.00	160.00		37	37
33,574.12	33,574.12	10,041.15	5,853.95	97	135	35
		22,063.13	21,422.48	167	260	
450.00	450.00	539.00	669.45	20	20	2½
13,859.45	13,859.45	8,254.78	6,943.42	87	142	160
10,167.38	10,167.38	4,591.00	3,385.78	6	122	122
					43	21
900.00	175.00	650.00	650.00		65	75
3,703.42	5,176.27	4,439.29	4,080.83	25	140	60
	850.00	5,655.20		55	127	80
1,526.80	149.30	721.50	581.10	6	16	36
5,152.88	5,152.88	1,765.31	1,649.29		26	
242.51						6
2,500.00	1,625.00	1,981.38	1,865.26	25	100	

STATISTICS—FOR CALENDAR YEAR

Name of Company	Location of Exchange
Donnaha East Bend Telephone Co.	East Bend, N. C.
The East Bend Telephone Co.	East Bend, N. C.
Eastern Telephone Co.	Robersonville, N. C.
Elk Park Exchange	Bethel, N. C.
Ellenboro Telephone Co.	Elk Park, N. C.
Ether Rural Telephone Co.	Ellenboro, N. C.
Fairmont-Silver Hill Telephone Co.	Ether, N. C.
Fairview Telephone Co.	Lexington, N. C.
Farmers Quickstep Telephone Co.	East Bend, N. C.
Farmers Rural Telephone Co.	King, N. C.
Forest City-Rutherford Rural Telephone Co.	Maxton, N. C.
Forsyth and Davidson Telephone Co.	Union Mill, N. C.
Fremont Telephone Co.	Winston-Salem, N. C.
Granite Telephone Co.	Fremont, N. C.
Guilford Telephone Co.	Pikeville, N. C.
Harmony Telephone Co.	Granite Falls, N. C.
Hickory Telephone Co.	Guilford College, N. C.
Highlands Telephone Co.	Harmony, N. C.
Home Telephone and Telegraph Co.	Hickory, N. C.
Henderson, N. C.	Highlands, N. C.
Independent Telephone Co.	Henderson, N. C.
International Telephone Co.	Ayden, N. C.
Kernersville Telephone Co.	Beaufort, N. C.
Knotts Island Telephone Co. Inc.	Enfield, N. C.
Lattimore Telephone Co.	Farmville, N. C.
Lenoir Electric Co.	Franklinton, N. C.
Lexington Telephone Co.	Greenville, N. C.
The Liberty Telephone Co.	Jackson, N. C.
Lilesville Telephone Co.	Littleton, N. C.
Linwood Telephone Co.	Louisburg, N. C.
	Macon, N. C.
	Morehead City, N. C.
	Nashville, N. C.
	New Bern, N. C.
	Norlina, N. C.
	Oxford, N. C.
	Roanoke Rapids, N. C.
	Rocky Mount, N. C.
	Spring Hope,
	Wake Forest, N. C.
	Warrenton, N. C.
	Weldon, N. C.
	Whitakers, N. C.
	Youngsville, N. C.
	Salisbury, N. C.
	Leaksville, N. C.
	Kenersville, N. C.
	Knotts Island, N. C.
	Lattimore, N. C.
	Lenoir, N. C.
	Lexington, N. C.
	Southmont, N. C.
	Liberty, N. C.
	Lilesville, N. C.
	Linwood, N. C.

ENDING DECEMBER 31, 1925—Continued

Plant Equipment and Other Assets	Investment By Owner and Other Liabilities	Operating Revenues	Operating Expenses	Number Phones		Miles of Wire
				Business	Residence	
\$ 137.04	\$ 137.04	\$.....	\$.....	2	15	-----
11,000.00	11,000.00	10,875.15	10,550.00	48	265	265
				28	88	92
				7	8	20
150.00	3,000.00	1,000.00	1,000.00		195	-----
3,540.00	3,540.00	496.00	496.00		142	42
25.00						
4,500.00		2,576.77	2,574.09		85	20
					420	130
1,000.00	1,000.00	572.75	572.75	16	32	21
150.00		468.78			115	90
11,638.64	10,219.19	8,816.28	8,016.28	51	211	150
					11	7
11,416.40	6,628.09	4,461.03	4,160.18	62	198	75
125.00	125.00	1,841.80	2,190.33		147	50
50.00	100.00	675.00	660.79	7	43	25
234,691.01	234,691.01	60,459.83	51,584.31	284	834	249
4,569.16	4,569.16	1,866.00	1,866.00	12	28	55
1,538,494.30	1,538,494.30	469,381.23	361,110.24		1,236	-----
					187	-----
					155	-----
					320	-----
					218	-----
					121	-----
					1,083	-----
					35	-----
					197	-----
					366	-----
					65	-----
					263	-----
					178	-----
					1,663	-----
					91	-----
					563	-----
					383	-----
					2,603	-----
					137	-----
					166	-----
					313	-----
					398	-----
					95	-----
					34	-----
200.00		7.12	7.12	1		2
34,497.97	34,497.97	16,629.10	13,857.66	120	513	332
4,126.73	4,226.73	2,476.50	2,788.23	27	51	30
995.84	1,500.00	594.09	697.78		25	16
1,500.00		1,755.00	1,956.00		255	25
69,572.33	69,752.33	24,181.15	18,986.09	203	517	474
90,441.15	90,441.15	25,966.65	20,443.74	206	527	1,540
					8	10
6,226.95	6,226.95	5,121.82	2,692.05	30	127	80
4,500.00	250.00	1,700.00	500.00	14	94	300
350.00		53.90			14	7

STATISTICS—FOR CALENDAR YEAR

Name of Company	Location of Exchange
Madison Telephone Co.	Weaverville, N. C.
Marion Telephone Co.	Marion, N. C.
Marshville Telephone Co.	Marshville, N. C.
Mebane-Ridgeville Telephone Co.	Prospect Hill, N. C.
Merchants Telephone Co.	Middlesex, N. C.
Midway Telephone Co.	Bailey, N. C.
Mitchell County Telephone Co.	Winston-Salem, N. C.
Monroe Telephone Co.	Burnsville, N. C.
Mooresville Telephone Co.	Monroe, N. C.
Morris Telephone Co.	Mooresville, N. C.
Mountain Retreat Association	Roxboro, N. C.
Newport-Western Carteret Telephone Co.	Hillsboro, N. C.
North Buncombe Telephone Co.	Montreat, N. C.
	Newport, N. C.
	Weaverville, N. C.

ENDING DECEMBER 31, 1925—Continued

Plant Equipment and Other Assets	Investment By Owner and Other Liabilities	Operating Revenues	Operating Expenses	Number Phones		Miles of Wire
				Business	Residence	
\$ 3,509.60	\$ 639.99	\$ 2,350.02	\$ 1,126.45	30	29	24
29,910.16	29,910.16	12,982.51	11,267.44	130	240	127
2,000.00	1,600.00	3,600.00	2,510.00		211	190
500.00	650.00	809.80	808.15	17	75	105
7,014.45	7,699.10	4,096.60	4,070.19	42	37	42
				27	27	
4,000.00		638.64	575.00			104
2,700.00	2,700.00	284.10	296.11	9	23	62
41,705.34	41,705.34	26,529.56	18,006.07	210	568	15
27,176.14	27,176.14	13,319.06	10,408.51	100	313	
36,927.64	36,927.64	16,514.53	14,334.18	102	248	123
				48	93	76
3,362.74		1,596.50	794.86	16	34	10
2,146.52	1,500.00	1,120.00	1,021.23	12	66	74
931.63	633.80	491.75	138.98		20	24

STATISTICS—FOR CALENDAR YEAR

Name of Company	Location of Exchange
Norfolk and Carolina Telephone and Telegraph Co. of North Carolina Elizabeth City, N. C.	Elizabeth City, N. C.....
North State Telephone Co.....	Edenton, N. C.....
Mebane Home Telephone Co.....	Hertford, N. C.....
Norwood Electric and Water Co.....	High Point, N. C.....
Orinoco Telephone Co.....	Mebane, N. C.....
Pamlico Telephone Co.....	Norwood, N. C.....
Piedmont Telephone and Telegraph Co. Gastonia, N. C.	High Point, N. C.....
	Bayboro, N. C.....
	Oriental, N. C.....
	Belmont, N. C.....
	Bessemer City, N. C.....
	Caroleen, N. C.....
	Cherryville, N. C.....
	Forest City, N. C.....
	Gastonia, N. C.....
	Grover, N. C.....
	Kings Mountain, N. C.....
	Lincolnton, N. C.....
	Maiden, N. C.....
	Mount Holly, N. C.....
	Newton, N. C.....
	Rutherfordton, N. C.....
	Shelby, N. C.....
	Waco, N. C.....
Pinehurst Telephone Exchange.....	Pinehurst, N. C.....
Pittsylvania-Caswell Telephone Co.....	Danville, Va.....
Polk County Telephone Co.....	Tryon, N. C.....
Randolph Telephone Co.....	Asheboro, N. C.....
Reeds Telephone Co.....	Ramseur, N. C.....
Rich Fork Telephone Co.....	Asheboro, N. C.....
Roanoke-Chowan Telephone Co.....	Lexington, N. C.....
Rockingham Telephone Co.....	High Point, N. C.....
Rock Ridge Telephone Co.....	Woodland, N. C.....
Rockwell Mutual Telephone Co.....	Conway, N. C.....
Rural Telephone Co.....	Rich Square, N. C.....
Saluda Telephone Co.....	Roxobel, N. C.....
	Madison, N. C.....
	Mayodan, N. C.....
	Wilson, N. C.....
	Rockwell, N. C.....
	Rural Hall, N. C.....
	Saluda, N. C.....

ENDING DECEMBER 31, 1925—Continued

Plant Equipment and Other Assets	Investment By Owner and Other Liabilities	Operating Revenues	Operating Expenses	Number Phones		Miles of Wire
				Business	Residence	
\$ 281,441.17	\$ 281,441.17	\$ 95,893.47	\$ 74,130.82	422	979	-----
		15,464.39	9,875.00	100	196	-----
		8,410.79	4,118.35	52	134	-----
384,701.59	384,701.59	110,123.17	72,643.22	763	2,473	6,317
7,000.00	2,800.00	7,085.86	6,058.53	60	125	90
5,496.30	5,496.30	5,595.07	4,661.05	43	162	95
325.00					29	7
24,000.00	24,000.00	6,277.50	5,546.22	8	193	408
				17	17	62
911,318.19	911,318.19	265,448.85	189,435.54	-----	-----	-----
		9,009.68	5,389.18	72	131	117
		3,639.80	2,578.50	36	42	31
		2,161.98	1,723.50	42	76	109
		11,584.97	9,449.01	70	280	137
		6,396.91	4,689.29	109	142	77
		107,961.23	74,721.74	784	1,329	465
		1,481.54	1,403.43	11	34	23
		11,920.23	11,439.90	90	201	86
		28,036.55	20,019.51	147	461	167
		4,348.68	3,568.12	33	63	27
		11,435.93	10,506.27	64	209	186
		15,845.24	12,073.29	139	332	125
		6,405.98	5,352.82	96	174	71
		44,168.96	25,359.40	283	651	161
		1,051.17	1,071.58	5	34	32
40,992.37	40,992.37	19,416.65	20,114.64	90	150	175
13.90	3.75	627.75	628.94	2	19	12
3,700.00	2,850.00	10,461.89	9,508.90	81	262	40
34,954.11	34,954.11	17,418.66	14,279.39	-----	-----	-----
		2,901.37	3,030.11	20	47	53
		14,517.29	11,249.26	110	239	169
500.00		550.00	525.00	4	121	75
1,300.00						20
13,710.75	13,710.75	11,880.34	8,780.34	9	216	-----
				10	127	-----
				40	148	-----
				7	51	-----
10,453.69	10,453.69	973.15	749.64	41	64	-----
				21	23	-----
32.00	199.90	1,372.52	1,947.52	53	-----	30
500.00	163.00	1,404.10	787.04	13	179	1
2,400.00		3,096.00	2,100.00	23	107	110
1,063.58	690.00	2,171.00	1,897.42	13	40	30

STATISTICS—FOR CALENDAR YEAR

Name of Company	Location of Exchange
Seagrove Telephone Co.	Seagrove, N. C.
Seattle Telephone Co.	Altamahaw, N. C.
Sedge Garden Telephone Co.	Kernersville, N. C.
Selma Telephone Co.	Winston-Salem, N. C.
Sharon Co.	Selma, N. C.
Shoals Telephone Co.	Charlotte, N. C.
Shore Telephone Co.	Shoals, N. C.
Southern Bell Telephone and Telegraph Co.	East Bend, N. C.
Atlanta, Ga.	Atlanta, Ga.
	Apex, N. C.
	Asheville, N. C.
	Black Mountain, N. C.
	Burlington, N. C.
	Canton, N. C.
	Cary, N. C.
	Charlotte, N. C.
	Cleveland, N. C.
	Davidson, N. C.
	Fairmont, N. C.
	Gibson, N. C.
	Goldsboro, N. C.
	Greensboro, N. C.
	Hamlet, N. C.
	Hendersonville, N. C.
	Laurinburg, N. C.
	Lumberton, N. C.
	Morganton, N. C.
	Mt. Olive, N. C.
	Murphy, N. C.
	Raleigh, N. C.
	Reidsville, N. C.
	Rockingham, N. C.
	Rowland, N. C.
	Salisbury, N. C.
	Selma, N. C.
	Southport, N. C.
	Statesville, N. C.
	Stoney Point, N. C.
	Taylorsville, N. C.
	Troutmans, N. C.
	Waynesville, N. C.
	Wendell, N. C.
	Wilmington, N. C.

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Plant Equipment and Other Assets	Investment By Owner and Other Liabilities	Operating Revenues	Operating Expenses	Number Phones		Miles of Wire
				Business	Residence	
\$.....	\$.....	\$.....	\$.....			
400.00	251.92	648.00	731.00	3	103	8
1,500.00	500.00	50.00	775.00		175	1,000
1,000.00		800.00	800.00			10
482.00	482.00	300.00	300.00		16	22
500.00	112.00	453.14	496.89		36	10
					32	10
					12	8
89,941,310.57	89,941,310.57	3,269,930.76	2,691,928.11			
		4,507.79	5,393.83	36	66	15
		385,979.14	339,045.36	4,502	5,575	1,347
		7,070.91	7,995.14	72	104	289
		72,723.11	62,316.84	596	1,288	159
		18,429.35	14,994.98	157	249	54
		2,574.44	4,047.97	21	31	8
		796,874.57	630,383.00	5,595	6,973	1,846
		4,368.40	9,234.60	20	136	354
		9,944.97	9,585.05	58	222	57
		4,967.57	4,438.74	30	76	35
		3,218.56	3,499.84	21	87	53
		98,495.65	77,890.56	766	1,050	230
		410,457.39	330,202.77	3,113	4,141	1,168
		41,013.02	39,194.53	245	516	143
		64,871.19	60,298.24	547	876	386
		24,620.47	21,056.56	134	323	119
		33,780.21	29,366.66	305	343	104
		23,184.18	19,404.88	260	347	147
		10,355.98	9,132.98	78	173	78
		12,608.84	10,953.46	82	121	54
		371,857.17	297,585.36	3,058	3,651	514
		36,474.36	32,423.82	337	480	150
		35,876.56	27,228.92	318	394	152
		5,179.17	4,774.60	27	71	33
	*	133,023.33	113,739.44	1,079	2,172	429
		15,111.06	15,624.72	90	174	59
		4,952.94	4,290.08	38	30	14
		40,503.62	32,311.02	420	1,052	491
		932.17	1,462.89	14	94	38
		3,741.10	4,240.59	47	68	160
		919.45	1,022.67	13	44	151
		24,305.15	26,680.13	199	319	271
		4,046.45	5,201.31	39	51	26
		235,152.95	180,792.27	1,734	2,717	679

STATISTICS—FOR CALENDAR YEAR

Name of Company	Location of Exchange
Southern Bell Telephone and Telegraph Co. (Con.)-----	Winston-Salem, N. C.-----
South Yadkin Telephone Co.-----	Wrightsville, N. C.-----
Sedgefield Telephone Co.-----	Zebulon, N. C.-----
Spring Creek Telephone Co.-----	Hiddenite, N. C.-----
Steel Creek Telephone Co.-----	Greensboro, N. C.-----
Thomasville Telephone Co.-----	Hot Springs, N. C.-----
Troy Telephone and Electric Light Co.-----	Charlotte, N. C.-----
Tulin Telephone Co.-----	Thomasville, N. C.-----
United Telephone Co.-----	Ether, N. C.-----
Urban Telephone Co.-----	Troy, N. C.-----
Wadesboro Telephone Co.-----	Mount Gilead, N. C.-----
Watauga Telephone and Telegraph Co.-----	Candor, N. C.-----
Waxhaw Telephone Exchange-----	Eagle Springs, N. C.-----
Weaverville Electric and Telephone Co.-----	West End, N. C.-----
Wingate Telephone Co.-----	Concord, N. C.-----
Yancey Telephone Co.-----	Murfreesboro, N. C.-----
Yeopim Telephone Co.-----	Raleigh, N. C.-----
Lake Lure Telephone Co.-----	Wadesboro, N. C.-----
	Boone, N. C.-----
	Waxhaw, N. C.-----
	Weaverville, N. C.-----
	Wingate, N. C.-----
	Yanceyville, N. C.-----
	Edenton, N. C.-----
	Chemney Rock, N. C.-----

ENDING DECEMBER 31, 1925—Continued

Plant Equipment and Other Assets	Investment By Owner and Other Liabilities	Operating Revenues	Operating Expenses	Number Phones		Miles of Wire
				Business	Residence	
\$-----	\$-----	\$ 314,235.37	\$ 242,929.41	2,685	3,719	940
		7,876.75	10,257.97	36	72	137
		5,697.42	6,246.83	47	65	16
694.00	600.00	720.00	720.00	-----	125	72
100.00		48.00	-----	-----	6	4
800.00	126.00	394.35	468.00	10	16	5
500.00		1,310.00	517.00	-----	65	85
60,905.68	60,905.68	20,350.72	14,399.42	142	327	273
27,583.47	27,583.47	16,624.57	15,990.50	17	5	-----
				68	80	-----
				51	185	-----
				21	43	-----
				7	8	-----
				11	29	-----
800.00		110.00	110.00	-----	70	40
9,122.18	9,122.18	3,549.38	3,615.00	37	67	233
-----	-----	-----	-----	-----	-----	-----
39,471.71	39,471.71	15,680.71	11,236.54	135	301	85
4,525.00	2,465.00	3,960.00	2,170.00	60	180	140
4,220.00	4,220.00	1,575.00	2,057.00	20	77	58
6,100.44	3,860.34	6,564.20	4,804.54	17	129	100
3,000.00	3,000.00	1,400.00	1,400.00	-----	100	100
		1,009.90	798.43	5	-----	20
859.74	901.38	509.45	372.23	-----	25	-----
9,930.00	9,930.00	665.88	1,378.84	30	5	50

STATISTICS MOTOR VEHICLE CARRIERS—FOR

Carriers	Operation
Appalachian Bus Co., Inc., Burnsville, N. C.	Asheville to Spruce Pine
J. W. Arnold, Elkin, N. C.	Cane River to N. C.—Tenn. Line
Asheville-Oteen Bus Co., Oteen, N. C.	Winston-Salem to Sparta via Brooks Cross Roads
W. H. Averett, Oxford, N. C.	Asheville to Oteen
B. and H. Coach Line, Inc., Lincolnton, N. C.	Durham to Henderson via Oxford, N. C.
Blizard and Banks Motor Express, Mt. Airy, N. C.	Charlotte to Hickory via Lincolnton and Newton
Blue Nash Touring Car Line, Tryon, N. C.	Winston-Salem to Mt. Airy, N. C.
Biltmore Forest Stage Co., Biltmore, N. C.	Hendersonville to Tryon
W. W. Call Motor Co., North Wilkesboro, N. C.	Asheville and Biltmore, N. C.
Carolina Central Bus Line, Asheboro, N. C.	North Wilkesboro to Statesville, N. C.
Carolina Coach Co., Raleigh, N. C.	Lexington to Moncure
Caudill Express Co., Inc., North Wilkesboro, N. C.	Raleigh to Greensboro
C. H. and D. Line, Inc., Durham, N. C.	Raleigh to Rocky Mount
Central Touring Car Line, Inc., Weaverville, N. C.	Raleigh to Wilson
Charlie Bateman, Spray, N. C.	Raleigh to Fayetteville via Lillington, Smithfield and Fayetteville
Charlotte-Concord Bus Line, Concord, N. C.	North Wilkesboro to Winston-Salem
Cox and Gilley Bus Line, Spray, N. C.	Durham to Chapel Hill
Dixie Motor Coach Lines, Charlotte, N. C.	Asheville to Weaverville
Eastern Carolina Coach Co., Charlotte, N. C.	Spray to Stoneville
Edgerton Reo Bus Line, Inc., Suffolk, Va.	Greensboro to Charlotte
Frederickson Motor Express Co., Charlotte, N. C.	Leaksville to State Line
Gastonia-Cramerton Bus, Gastonia, N. C.	Charlotte to Greensboro
Highway Motor Transit Co., Goldsboro, N. C.	Charlotte to Lenoir
Hudson Touring Car Line, Brevard, N. C.	Salisbury to Statesville
Handley and Foley, Spray, N. C.	Lexington to Winston-Salem
Independent Coach Line, Inc., Waynesville, N. C.	Shelby to Asheville
Kinston, Greenville and Washington Bus Line, Kinston, N. C.	Statesville to Winston-Salem
Kinston, Greenville and Washington Bus Line, Ervin & Grady, Kinston, N. C.	Gaston to Cramerton
Kirk Auto and Bus Service, Salisbury, N. C.	Raleigh to Wilmington via Goldsboro
Kirk's Motor Bus Line, Inc., Salisbury, N. C.	Brevard to S. C. State Line
Leaksville-Danville Bus Line, Spray, N. C.	Reidsville to Spray
Love Louder Bus Line, Charlotte, N. C.	Waynesville to Asheville
McPherson Bus Line, Elizabeth City, N. C.	Kinston to Washington
Madison Bus Co., Inc., Marshall, N. C.	Greensboro to Charlotte
Manous and Keils Bus Line, Albemarle, N. C.	Salisbury to Mocksville
Manous and Keils Bus Line, Albemarle, N. C.	Greensboro to Charlotte
Mooresville-Kannapolis Bus Line, J. M. Washam, Mooresville, N. C.	Salisbury to Mocksville
Nash Bus Line, Wilson, N. C.	Leaksville to State Line
	Charlotte to Monroe
	Edenton to Norfolk via Elizabeth City
	Asheville to Marshall
	Albemarle to Concord
	Salisbury to Albemarle
	Mooresville to Kannapolis
	Wilson to Rocky Mount

CALENDAR YEAR ENDING DECEMBER 31, 1925

Assets	Liabilities	Operating Revenue	Operating Expense	Number Vehicles Owned
\$ 5,957.51	\$ 5,957.51	\$ 9,650.66	\$ 9,060.24	6
-----	-----	3,555.45	2,509.32	2
10,709.43	28,911.19	9,522.85	9,085.40	6
13,689.00	8,842.86	23,548.00	21,649.90	4
21,693.70	21,693.70	33,849.90	28,929.46	7
1,963.66	955.63	4,887.51	2,361.47	2
2,323.93	-----	4,815.00	4,884.43	2
32,010.21	32,010.21	23,059.83	26,754.71	3
21,473.27	21,473.27	5,273.61	-----	3
2,025.00	2,025.00	161.45	223.55	1
-----	-----	-----	-----	-----
505,808.32	505,808.32	45,239.08	32,061.50	21
9,561.47	9,561.47	22,487.40	22,223.94	6
42,836.41	42,836.41	18,695.02	14,753.61	9
2,788.35	2,700.00	12,373.25	12,324.72	4
1,000.00	795.00	892.00	753.00	1
29,335.57	29,935.57	28,937.05	29,882.27	4
-----	-----	6,601.62	4,797.70	2
72,275.49	72,275.49	88,561.07	66,166.16	6
6,655.96	6,655.96	8,856.85	7,429.89	11
20,563.51	20,563.51	53,958.76	51,465.12	6
-----	-----	-----	-----	-----
32,214.82	32,214.82	37,394.50	34,691.83	13
3,743.74	475.00	4,229.00	4,593.54	2
156,128.42	156,128.42	92,740.19	93,269.68	11
25,405.00	2,055.00	4,603.28	5,442.50	2
3,347.50	3,347.50	6,558.50	4,047.01	3
33,584.86	33,584.86	50,169.89	49,506.31	7
2,000.00	400.00	7,000.00	4,480.00	4
56,000.00	56,000.00	62,897.44	63,627.90	-----
-----	-----	-----	-----	-----
128,949.75	128,949.75	13,114.55	11,435.67	10
11,605.60	11,605.60	7,261.30	4,706.47	2
13,058.13	13,058.13	25,044.31	23,339.73	-----
-----	-----	15,630.88	17,340.88	5
2,571.65	2,571.65	1,784.20	1,950.24	2
1,435.00	1,435.00	2,751.70	3,965.35	-----
2,500.00	2,500.00	7,522.25	5,162.02	8
1,400.00	1,040.00	2,824.23	2,746.00	2
1,800.00	-----	3,323.88	2,843.03	1

STATISTICS—MOTOR VEHICLE CARRIERS—FOR

Carriers	Operation
Blue Ridge Coach Line, Inc., Old Fort, N. C.	Marion to Asheville
Piedmont Bus Line, Greensboro, N. C.	Marion to Spruce Pine
Reynolda Inc., Reynolda, N. C.	Greensboro to Mayodan
Rocky Mount, Nashville, Spring Hope Bus Line, Rocky Mount, N. C.	Greensboro to Sanford
Royal Blue Transportation Co., Greensboro, N. C.	Reynolda to Winston-Salem
S. and W. Motor Express, Monroe, N. C.	Rocky Mount to Spring Hope
Transit Corporation of Norfolk, Norfolk, Va.	Greensboro to Danville, Va.
White Bus Line, Concord, N. C.	Greensboro to Asheboro
White Star Bus Line, Albemarle, N. C.	Greensboro to High Point
J. L. Williamson, Smokemont, N. C.	Charlotte to Monroe, N. C.
Cape Fear Bus Co., Lumberton, N. C.	Rocky Mount to Norfolk, Va.
T. W. Angel, Franklin, N. C.	Rocky Mount to Franklin
Waller and Caudle, Albemarle, N. C.	Charlotte to Winston-Salem
Charlotte-Raleigh Bus Line, Inc., Albemarle, N. C.	Charlotte to Albemarle
Red Top Cab Co. Bus Line, Asheville, N. C.	Smokemont to Bryson City, N. C.
Allen Moses, Goldsboro, N. C.	Lumberton to Fayetteville
Hamrick and Co., Forest City, N. C.	Franklin to Sylva
Lenoir-Blowing Rock Line, Inc., Lenoir, N. C.	Albemarle to Wadesboro
J. E. Mitchell, Windsor, N. C.	Charlotte to Raleigh
Midway Bus Line, Lexington, N. C.	Hendersonville to State Line
Hayes Bus Lines, Inc., Columbia, N. C.	Goldsboro to Kinston
Carolina Truck Transportation Co., New Bern, N. C.	Marion to State Line
Wilson Yellow Cab Co., Wilson, N. C.	Rutherfordton to Tryon
Ray R. Rhyne, Dallas, N. C.	Lenoir to Boone
Smith-Kirby Transfer Co., Lenoir, N. C.	Lenoir to Hickory and Morganton
Ervin and Grady, Kinston, N. C.	Washington to Aulander
Farrar Motor Xpress, Statesville, N. C.	Washington to Bellhaven
Intercarolina Motor Bus Co., Gastonia, N. C.	Winston-Salem to Lexington
Durham-Roxboro Line, Durham, N. C.	Charlotte to State Line via Waxhaw, N. C.
Leigh and Durham	New Bern to Goldsboro
	Wilson to Greenville
	Dallas to Gastonia
	Hickory to Boone
	Lenoir to Statesville
	Morganton to North Wilkesboro
	Blowing Rock to Lincoln
	Kinston to Washington
	Statesville to Wilkesboro
	Taylorsville to Hickory
	Charlotte to Shelby
	Durham to Roxboro
	Durham to Capel Hill

CALENDAR YEAR ENDING DECEMBER 31, 1925—Continued

Assets	Liabilities	Operating Revenue	Operating Expense	Number Vehicles Owned
\$ 32,145.70	\$ 32,145.70	\$ 29,234.54	\$ 34,502.46	7
	2,500.00	2,900.65	3,606.23	4
5,500.00		3,300.38	6,069.89	2
10,160.37	1,052.75	5,160.45		2
57,487.01	57,487.01	102,808.59	99,376.38	15
57,487.01	57,487.01	102,808.59	99,376.38	15
3,147.27	750.00	2,454.46	3,664.87	2
62,585.29	62,585.29	9,807.37	6,135.89	8
15,750.00	15,750.00	45,966.00	45,715.60	9
		8,123.90	8,027.57	2
3,825.00	450.00	1,282.03	1,950.00	2
4,150.00	2,636.46	7,176.95	6,992.12	4
19,643.85	1,565.00	5,205.75	4,554.00	2
		2,856.00	2,131.68	1
16,154.33	16,154.33	1,572.20	1,154.33	7
72,235.53	72,235.53	31,461.60	27,106.82	4
			2,630.00	1
3,336.02	1,530.00	10,672.00	9,890.00	4
57,725.00	57,725.00	21,689.92	21,877.16	12
		1,803.00	1,861.18	3
5,200.00	5,200.00	7,739.20	11,187.35	4
55,239.36	55,239.36	116,169.10	117,157.99	6
15,350.11	15,350.11	3,655.06	4,984.21	24
9,560.81	8,715.52	7,534.98	8,410.89	1
3,532.50	600.00		1,120.00	1
19,784.26	4,600.00	683.28	428.73	8
2,440.00	3,000.00	7,000.00	4,000.00	3
1,034.21	100.00	3,065.98	3,047.77	2
85,945.02	85,945.02	197,337.75	200,115.51	24
1,625.00	200.00	6,895.70	7,454.19	2
		4,775.25	1,605.00	

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